



THE
RACE COURSES ATLAS
OF
GREAT BRITAIN
& IRELAND



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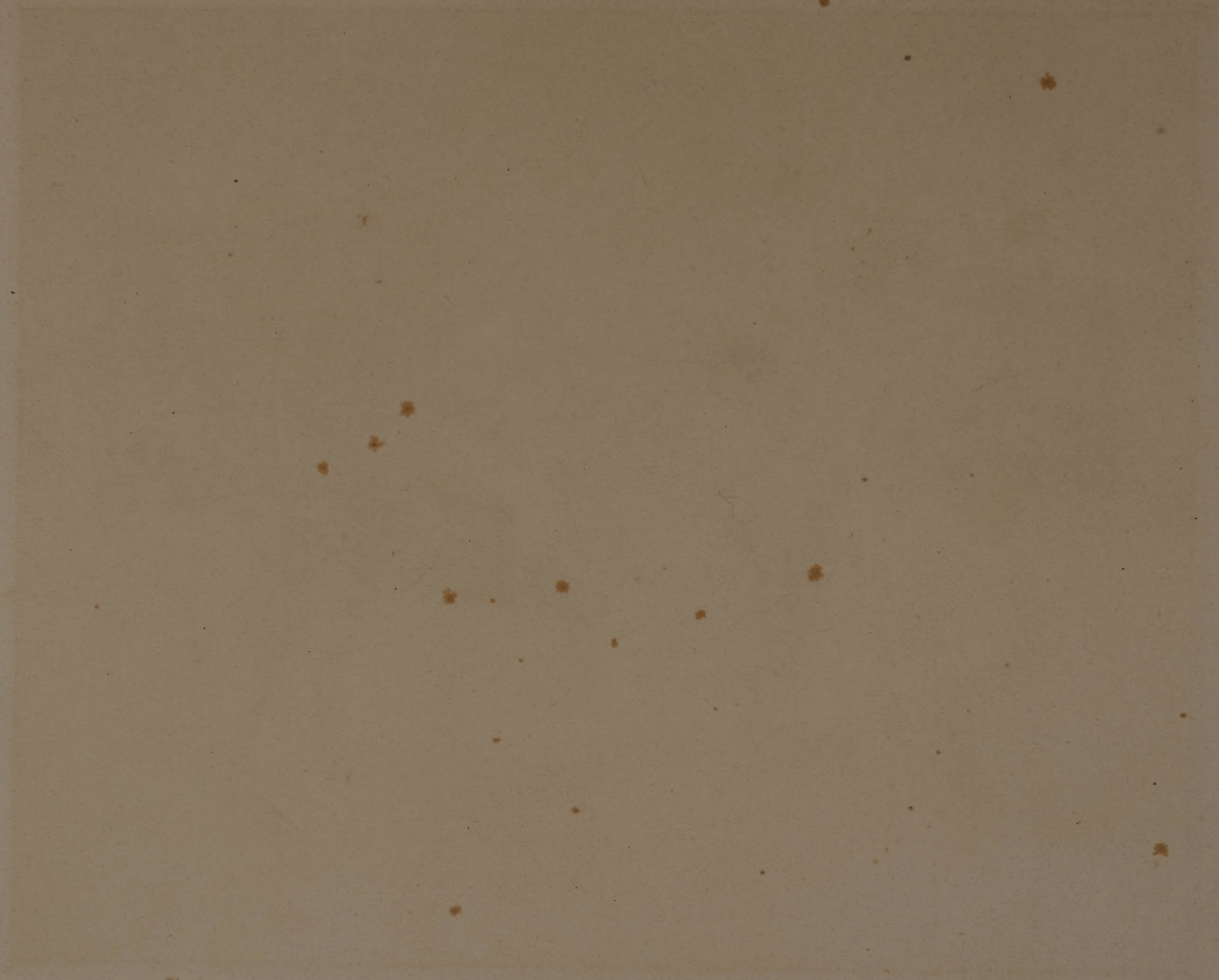
With best of wishes & good luck
from

Q

Haslam

Oct 3/21

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W. H. Stouck.

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161, Strand, London.

Persimmon by St. Simon Perdita II.

*Bred and owned by H.R.H. The Prince of Wales. Winner of the Epsom Derby and Doncaster St. Leger in 1896.
Also the winner of the Coventry Stakes at Ascot and the Richmond Stakes at Goodwood in 1895, the Jockey Club Stakes at Newmarket
in 1896, the Gold Cup at Ascot, and the Eclipse Stakes at Sandown Park in 1897.*



Under the Gracious Patronage of His Majesty the King and His Royal Highness the Prince of Wales.

THE
RACE COURSES ATLAS
OF
GREAT BRITAIN AND IRELAND

Illustrated with SIXTY COLOURED DESCRIPTIVE DIAGRAMS showing the Gradients and Geological Character of every Race-course in Great Britain, and the principal Courses in Ireland. Together with a Complete Description of the Country on which every recognised Hunt Meeting is held in England.

FULLY DESCRIBED

BY

F. H. BAYLES

LONDON :

HENRY FAUX, 4, Regent Street, Waterloo Place, S.W.

OCTOBER, 1903.

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ADDENDA.

NOTE TO READERS.—Owing to the difficulty of describing a vertical or horizontal section to scale, which would be at all intelligible to the inexperienced, on such a limited space as that to which the size of this book restricts me, I have endeavoured to clearly define *approximately* any material undulation which may occur, from which can be gathered a fair representation of the general conformation of each course. The starting and winning-posts and the fences have also been *approximately* but carefully indicated in their respective places.

My readers will find that I have provided a true and fair delineation of the contour and general gradients, which can be easily followed by the green line running at the top of or parallel with the buff-coloured shaded space. The actual gradients are shown in figures. Further particulars concerning each course will be found in the description accompanying each diagram.

NEWMARKET.—The starting-post of the Two Thousand and One Thousand Guineas, and the Peel Course (6 furlongs) is the Rowley Mile starting-post, the first-named finishing at the Cesarewitch stand-post (Rowley Mile), while the latter finishes at the Ditch Mile winning-post. The distance between the Ditch Mile winning-post and the Abingdon Mile winning-post is one furlong, and the same distance now divides the Abingdon Mile winning-post from the winning-post at the Cesarewitch stand. The rise on the last furlong of the Rowley Mile is equal to 1 in 65, in place of 1 in 22, as given in description. The rise from Choke Jade to the T.Y.C. starting-post is 19 feet, equal to 1 in 73, in place of 1 in 228.

EPSOM.—The measurements from Tattenham Corner to the winning-post were taken by Mr. W. Kemp.

HURST PARK.—Stabling since August, 1903, is free of charge at all times.

KEMPTON PARK.—Stabling free of charge since September, 1903, a wise system for every Executive to adopt.

CHAMPION LODGE HUNT STEEPLECHASES, Maldon, Essex.—The founder of this little Essex meeting was Sir Claude Champion de Crespigny (fourth bart.). He, being such an inveterate sportsman, resolved to form some steeplechases on his own estate, which have resolved themselves into a very creditable one-day fixture, and much patronised by many gentlemen whose racing prowess is too well-known to be recapitulated here. It takes place in April, not far from Maldon, on a nice piece of land exactly one mile round, running left-handed. Its conformation may be compared with Sandown.

NOTE.—The courses omitted are Northampton and Harpenden; the former owing to the lease expiring in 1905, without the smallest hope whatsoever of a renewal or fresh *venue* to keep up the old-time charter of the Northamptonshire Stakes and Spencer Plate. The last-named—with all due respect to Sir J. Blundell Maple, Bart., over whose estate the course partly extends—because it is an outline unworthy of a place amongst English race-courses; although, regarding the recreative element of Hertfordshire, I certainly advocate the withdrawal of this flat-racing fixture from the Calendar.

* * Illustrations of Punchestown, Liverpool, Cork Park, and Sandown water jumps, ditches, walls, doubles, banks, brooks, and fences, accompany the respective meetings. (See Index.)

As a mark of the most sincere esteem and
regard, the author dedicates these pages to his
old and valued friend,

MAJOR THE HON. PETER CRAVEN WESTENRA.

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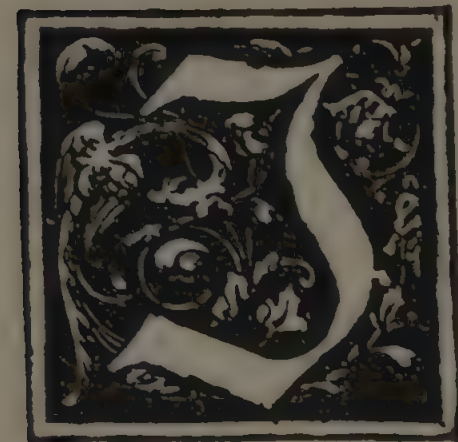
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Preface.



It is singularly strange, but nevertheless a fact, that never since horse-racing has been under the illustrious patronage of reigning monarchs—which extends over ages—as the premier British pastime, has it been deemed expedient to illustrate and give a practical outline of our race-courses. It occurred to the author of this work that a book containing such important details would be of inestimable service to everybody directly and indirectly associated with the Turf. Therefore, I am hopeful that its publication will prove its own value and merit the appreciation that it has had already bestowed upon it.

There has been a vague attempt to describe courses on the back of programmes, which may be compared with drawing the map of Europe in the palm of your hand and outlining the Pyrenees.

For a long time past the question “What sort of a course is So-and-so?” has become quite idiomatic among owners, trainers, and the younger jockeys, when inquiring of the description and condition of the place where it is intended to run their animals. And as Providence forms new generations, so may this volume prove an essential feature in the annals of the English Turf.

The work, which has occupied seven years to put together, has been specially compiled to supply that information in respect to every race-meeting in Great Britain, and the principal courses in Ireland. It will detail the general condition of the ground, and point out wherever any extreme awkwardness occurs in the racing portion of each course, drawing also a fair comparison one with the other, from a geological standpoint, as a guide to all concerned as to which is, or would be, most suitable to meet the disposition of the animal in training.

A further want will be supplied by adding to the letterpress (which will accompany each diagram), the best facilities for reaching the courses, where the best and nearest stabling is available for horses and lads, and the nearest accommodation obtainable for those whose duty it is to be near the course. To each meeting the official address of the Clerk of the Course is also attached.

Still more, it contains articles which have the support of the very highest authority on the respective subjects, such as: How race-courses should be made.—

How to preserve them.—How they should be guarded.—How to prepare sound going.—How lands should be formed round turns.—The best surface dressings, how they should be mixed, and the most essential grass seed to employ.—Timing of races.—The railway connections for the transfer of bloodstock to the various meetings, and, lastly, an interesting account of the invaluable services of the earth-worm to better the condition of the ground.

I have aimed at the main lines of advance, and have stated, with sufficient approach of fact, that the eventual success of the English Turf rests upon two leading causes. Firstly, the Trainer. Secondly, the character and outline of the course, which are, and do so present themselves, when reviewed by any level understanding,—to be interdependent. I know of a group of expedients which are resorted to nowadays, but the one which affects the material interest and sounds the gong of consistency is—the course and the course only.

Many will conjecture that they know of the different courses from memory. In such cases I submit that human memory is very fallible. Many points escape those who rely implicitly on the goddess Minerva, and these, when marred by prejudice and facts mis-remembered, become jumbled, misquoted, and dangerously misleading. It is no exaggeration to declare that racing has long begun to lose its old prestige, and in the lapse of a short period has undergone a great change, transposing the ideal love of the sport to that of pure professionalism. Is this due, as many ascribe, to the mammoth inducements held forth in the conditions of races? Personally I say No! it is not. It is due, in a measure, to other matters that are allowed to go on from time to time unguarded against, that racing has engendered this change of character. Each part contributes to the whole, and, if one part becomes affected, the whole will eventually degenerate into a very unsatisfactory condition. I have not allowed myself to be swayed by presumption, without seeking the confirmation of the facts contained in this work, that they may be deliberated upon with the full assurance of their value having been well balanced in the scale of common-sense, in the hope that their precepts and principles may be followed and acted upon in safety.

F. H. B.

Introductory Statement.

Felix qui potuit rerum cognoscere causas.—VIRGIL



RULY has it been said that practical application is the backbone of success; just as the marvellous advances in science have been appraised and results discovered by following the desire to turn experience to some purpose useful to that to which it is applied. Yet, with some minds, there is an unconscious personal vanity which intercepts the exercise of example and induces hesitation in striking out a new course. It is obvious that energy and application are the only agents capable of embodying thoroughness in adapting the horse to all emergencies, but the one fundamental error into which we fall is not exercising ideas which form the mainspring of energy and application.

In addition to the principles which underlie speculation there are others which are the base of practical conclusions. The example of Darwin is, "that we should follow, collect, and sift facts, and discover the advantages they contain." There are one or two reasons which indicate our lack of energy in doing this, while our neglect of the use of experiments accounts for our backwardness—why is this? It is because we never attempt to think out any proposition. We only value it when we discover that it is being formed and employed *against* us, and, in passive ignorance of its import, await its arrival with as much power to check its opposing strength as we possess to influence phases of the moon, owing to our suicidal attitude of allowing the goose to formulate the ability of the proverbial swan. I do not wish to labour in the slough of metaphorical despondency, but I must, with all the emphasis which I am capable of expressing, declare that the secret of all success is experiment, which never fails in its obedience to the dictates of the mind, where the desire exists to set right the errors which emanate from an obstinate judgment. Sensational suggestions are at all times undesirable, nor should we attempt to catch what we cannot

reach; but what we *must* recognise is the mixture of a systematic reasoning with a solution of the subtlety of foreign rivals who are struggling to dislodge us, and we must extend our judgment, in order to cure the vanity of the mind of its own defects, to cement the wide differences between our understanding in this respect, and to avoid those decisions which come upon us through living muffled up in our own mentally contracted area, without looking elsewhere for notions to enlarge our experience.

The faculties, which are our natural inheritance, are capable of almost everything if we are patient in the exercise of those powers which give them perfection and enable us to cast aside those principles which are delusive. I know of several instances where men actually impose upon themselves, and misconduct their own conception of things through fear that an impartial inquiry would not enhance the views which are in accordance with their prejudices. They are satisfied without the burden of examination, and accommodate themselves to that conservatism which prevents their reasoning being proved in the abstract, which engenders false impressions and ultimately becomes effete in the atmosphere of prudence.

Alexander Bain said "the anticipation of the future, the conception of the possible, increases the essence of influence twenty-fold." Now a man rejects progressive ideas by resolutely refusing the interchanges of experience; his attitude in such a case renders him useless to the furtherance of improvement. What may be termed the vain glory of men is stimulated by flattery and success, cultivating that personal excellence which is constantly seeking distinction.

Let the impulses of one's own personality be set aside for the nonce, and let us investigate more thoroughly the *à priori* aspect of importance, and *amour propre* for the thorough-

bred and make it excel where its interest is located more favourably in the efficiency of producing the race-horse.

Everything that absorbs the interest of the thoroughbred is perennially both critically and professionally examined and explained by the ablest of our sporting journalists, but I question very much if the subject which I have ventured to take up is one that has received the attention due to its importance demanding as it does to be more graphically dealt with in accordance with the changes of the last generation.

One often reads that stock expression "Horses for courses," etc, after some unseemly form has presented itself. Well! I must confess that the phrase helped to give birth to this volume to which untiring attention has been devoted for the last seven years. During this period, all available time has been expended in the inspection and examination of the general nature, formation, the gradients and elevations, the angles, the depressions and geological construction of every 200 yards of every race-course in Great Britain, and the principal Irish courses, together with the superficial tendency of the turf to atmospheric changes. The various substrata have been ascertained as well as the undersoil conformable to the turf, and are fully described in their respective places.

Land is alike to water, very deceiving, and impossible to gauge with any degree of correctness at sight. With regard to land, I hold it to be beyond all human power to discover its superficial formation without carefully walking over it in every direction. I am fully aware that many opinions will probably oppose some of these remarks, but the defence against such attacks is strengthened by facts based on personal observation, and by interviews with those who are responsible for the good condition of the land, as well as by consulting the accepted scientific authorities on such matters.

This volume is the outcome, as above stated, of years of studious attention. It is not intended to be in any sense dictatorial to those to whom I am hopeful that it may serve as a *vade mecum*. It is intended as an assistant or general

manager, because racing is becoming so interwoven with such tendencies as are calculated to discredit it.

To dictate to the experience of English trainers and jockeys would be presumptuous and tantamount to lecturing one's grandmother. But I am bold enough to place these pages before those to whom their contents appeal as a book of invaluable reference in the work of "entry." Some of its contents no doubt will be queried; but let me remind the querists that my statements are built upon a sterling foundation, which is not to be undermined by any imagination—even equal to that of Edgar Allen Poe's singular conception.

I feel sure that there is ground for agreement when it is said, that, in a measure, much of the unseemly and unlooked for performances that arise during each season of racing, is due, not to any shortcomings on the part of any of the horse's connections, but to the non-observance of character of the ground and course over which the animal is asked to compete, as compared with that to which it is accustomed. The consequences are that foul charges are aimed at owners, trainers, and jockeys for actions for which they are not responsible. In saying this my eyes are not shut to the acumen exercised on the Turf; but it is a reasonable contention to assume, that most of our untoward form is due to horses being unable to extend their normal action on some ground, as compared with others to which they are more adaptable—beyond that, nothing!

It is common knowledge among those professionally concerned with the race-horse, that many horses will act better on a right-handed than on a left-handed course, or up and down hill, and *vice versa*. In support of this I quote Sir Claude de Crespigny, in relating his story of his most sensational race on Rookwood at Lucknow in 1869. Sir Claude stated that he had trained the horse on a right-handed course, and, as a consequence, Lucknow being left-handed, he went "bang out of the track." I believe Lord Marcus Beresford rode in the very same race.

Now let us colloquialise with the one chief feature. A trainer has several horses fit and well, and ready to race. He reads the sheet calendar, and discovers certain races which suggest themselves to him. He approves of a race, we will say by way of argument, at Haydock Park for *Principality*, another at Gosforth Park for *Highland Laddie*, and another at Thirsk or Liverpool for the *Pride of Kildare*, while old *Jurisprudence* looks to him to have a great chance to win the Old Union Stakes at New Phoenix Park.

These are the obvious studies in the work of entry—not a trifling ordeal, if racing is to be made remunerative. The next thing that suggests itself to the mind of the trainer, owner, or whomsoever is elected to perform this duty, is: "By the way, what kind of going is it at so-and-so, and what are the courses like at such-and-such places?" Although many visits may have been paid to all of them, yet, when the moment is at hand to realise this feature, the actual outline and character of the course cannot readily be called to mind. Then there is another even more important point to consider—*i.e.*, the conformation of the ground at each starting post. For example, you are in favour of entering *Tinder Box* for a six-furlong race at Goodwood. Knowing the temperament of the horse, and its dislike to some going, you turn up the page which shows the course. There you find that the first furlong is up-hill. "Ah!" you musingly soliloquise to yourself, "that journey will certainly not agree with that old retrograde, for the winner would be half way home before mine cleared the spur of the hill."

This argument may be regarded as a small substance to place into the scale of reason, but, in my humble opinion, it will draw the balance against any weight of unheeded hazard, and save a vast amount of money in the way of forfeits.

There is also something convincing with the horse in his education at home, where probably the schooling is over a straight course, inasmuch as he will sometimes show a tendency to act indifferently when asked to perform round a turn, especially should the curve take a hoop-like or horse-shoe grade, as many do.

The great Pasteur once said, "if you have a theory prove it." Splendid advice, and, if accepted in this case, by welding together the views laid down herewith in the crucible of practice, the experiment will be found to prove the purpose, and compensate the endeavour tenfold, because the future of everything is dependent on experience, which will always out-balance any idle or empty theory, for our attention, I believe, has yet to be awakened.

There is an excellent maxim in experimental science: "It is always a mistake not to doubt, when facts do not compel affirmation." How very true! What infinite trouble it would avoid if such admirable instruction were exercised!

Many of the arguments in these pages will appear singular to those who have, like the author, traversed the various courses many a time and oft; but it must be borne in mind that the sole object of some, perhaps all, has been obviously to ascertain the condition of the going and nothing more; so, whatever views are opposed to these contents, I have endeavoured to make the work invulnerable to any shallow conclusions, by fortifying it with unalterable facts which possess a shield of defence in themselves capable, I am hopeful, of forcing their significance into recognition.

I submit there are certain facts in respecting the condition of our race-courses regarding which proper consideration has not been given. To wit, the horse being naturally intelligent, it can be educated to do almost anything (I was nearly writing *everything*). Still, it engenders a peculiar temperament at times, which must not be trifled with, and, however singular it grows in character, let it be remembered it is subdued by kindness and not by barbarous remedies.

The clearest reason to put forward concerning the strangeness that some horses show to ground, is this. It is natural in the horse to gallop, yet it needs mastering to adapt it to do so properly, while any effort to compel it to act in any way different to its earlier teaching will cause it to become excitable and nervous, restive

and fractious, all of which operate mechanically on its action and check its propelling capacity; in short, race your horse on courses as nearly as possible similar to your own ground, and avoid those which are diametrically opposite in formation.

You may wonder at the idiosyncrasies of the thoroughbred.—You may be simply outwitted by the things that are overlooked.—You may direct an over-charged cartridge of abuse at the head of the handicapper.—You may, and do, marvel at the inconsistent running.—You may hold forth your adverse opinion of both trainer and jockey, and it is more than probable that, in the end, you may believe the thing attributable to the changeable elements; and yet, withal, you do not discover the seat of the trouble. To give a perfectly lucid view of what I mean, I lay the foundation of it all to the unseemly defects and differences in our race-courses. In many cases, as Yarmouth, Northampton, Leicester, Folkestone, and Pontefract, licences should certainly be withheld until such places possess a course far more conformable to a true and fair outline. Perhaps this contention is too severe when the initial expenditure to establish them is considered, so I will suggest another measure, viz., that the Stewards of the Jockey Club should introduce a clause into their rules as follows:—*That where any unseemly conformation exists on any course licensed under their rules, such course shall be levelled down to some reasonable contour.* At this moment I set aside altogether the interest of the Executives, because, where they are so blind and unenterprising as to be unable to realise the advantage of studying this one most important feature, they have only themselves to blame where failure presents itself, for the passion for racing now blossoms like a crimson Rambler in midsummer. No! it is the race-horse which occupies me, and is uppermost in my mind, in which also the reputation of the handicapper, trainer, and jockey is seriously involved. Let us take for instance Yarmouth and Northampton. The latter, I am pleased to be in a position to state, will have to acquire “fresh fields and pastures new,” otherwise the popular Northamptonshire

Stakes and Earl Spencer's Plate may fall into oblivion, as next year (1904) the lease expires, and there being no hope whatever of a renewal, its loss will not be regretted, for it was a very dangerous course indeed in more ways than one. In the event of the above happening, the transfer of this flat-racing fixture would be most worthily bestowed on Hooton Park, Portsmouth Park, or Croxton Park.

At Newmarket, with a few exceptions, the races are run over perfectly straight outlines, while most of those elsewhere (as will be gathered from the diagrams herewith) have a turn in their contour. I submit it to be obviously essential that trainers should adapt their horses to these conditions, and it is also advisable for them to form turns on their own training grounds, where none exist, that their animals may become acquainted with them. I have stated it to be well known that horses will act on a right-handed differently to what they will on a left-handed course. It may appear a minor suggestion, but it would be sound policy for trainers to devote a share of their energies to its advantages, for it is not a matter to be under-estimated; *per contra*, a large benefit would eventually be derived from its import.

On suggesting any new project one comes into contact with an abundance of inflated pessimism; but such is the influence of old-established prejudices, until interest and experience change them into new principles, and the fear of any radical proposition develops fresh jealousies which experiment, and experiment alone, is capable of subsequently removing.

I am dealing with a pastime which, as Lord Lilford said, “fostered the spirit of manly reliance and the spirit of good fellowship,” and which is being converted into a perfect profession of financial magnitude and general significance. *Ergo*, in cases of new conditions being presented, we should not hesitate to depart from the old routine. It is wisdom at times to quietly scan even ignorant examples, however strange they may appear, or however involved they are, because there have been

known some excellent ideas to accrue from them. Admitted that we hold a transparent advantage over other countries, in that we possess the larger percentage of the right sort of blood from which the thoroughbred is produced, yet somehow our adversaries browbeat us and checkmate this superiority by the introduction of new theories. An excellent maxim is to never allow prejudices to get the better of wisdom. Our past is our *point d'appui*, our present a struggling to assert the former as being paramount. I say by all means let us welcome fresh views, dovetail them with our own, and test the proof of their efficiency; and if, as it must be maintained, racing has made commensurable progress in the last decade, is it not politic that we should recognise the value of principles which have achieved so much, and, by the same rule, is it not time, and more than time, that we recognised the conditions attributable in a large degree to the American successes? These are not inflated statements, neither are they intended to be overbearing in their purport, but being indisputable statements drawn from a studious inquiry, the reasons are broad and obvious why efforts should be advanced to regard and realise them. Furthermore, there should be no limitation to experiments and practical maxims favourable to them, because I know of no other calling that demands the observance of any new change more than the dealing with British bloodstock for racing purposes.

It is very nearly time that we began to think about expedients that are being untiringly threshed out elsewhere; but whether the customs of other countries are commendable or not, we shall, it is more than likely, be outwitted by them. I can only attribute this to one thing—*i.e.*, that the people of other countries are a greater thinking people than, I regret to say, is the case with the majority of the English race. It is not enough to presume either one way or another to know merely as a point of speculation. If we are to make ourselves invincible in regard to the thoroughbred, we must spend a great deal more time in order to know the construction and general

conditions of the race-courses over which they are expected to distinguish themselves. When that is done, with the assistance of this work, which I hope will prove an invaluable private secretary, we shall find ourselves strengthened against the artificial methods which are resorted to by the opposition, such as the “doping” practices of which of late years we have heard so much. What we have hitherto suspected are not mere echoes of the *non possumus*, they are results of energy which follow the thought to all its purposes, and eventually show that logical outline which emanates from experiment. Lord Houghton once most sensibly remarked: “You see, we live on an island, and we cannot see far beyond its edges.” I must say that unless we do extend our thought and vision there is every likelihood of retrogression in lieu of progression taking place in the hemisphere of racing. Another authority (Locke) said: “Nobody knows the strength of his mind and the force of steady and regular application till he has tried.” And I ask, how is the supremacy of the English Turf to be preserved unless necessary reforms are entertained, by prospecting more into the future, and by preparing ourselves for whatever invasion threatens us? I submit these views should be followed, because they do not command the prescience of Sir Isaac Newton to practise them, and prescribe for unwelcome aspirations, as the great German statesman would have suggested, “with doses of their poison” as an antidote to destroy them and give rise to ideas which make the whole thing harmonise, while the object lesson herein is made as cogent as experience and energy will permit, leaving the reader to dictate the defects and practise the intuition.

The purpose of this work is to give a bird's-eye survey of all the courses, accompanied by every useful detail relating thereto, and, in compiling it, I have dealt as exhaustively as will be desired with the mass of questions which the subject involves. I have also endeavoured to crowd into the illustrations and letterpress a sketch as complete as necessary for readers to gather whatever import may be accepted as serviceable.

It is disagreeable, I must admit, to be told of one's shortcomings, but it is a fact, and a fact that we should be wiser in accepting with a full countenance rather than by a shrug of the shoulder. Some people become so easily discouraged with the task of improvement, and are as unyielding as bars of iron to the test of experiment, without some *quid pro quo* to stimulate and arouse them. With all due respect to the reservoir of knowledge which is latent in our trainers, it is apparent that in many respects their energies are allowed to become obscure, and irresolute to endeavour to strengthen, yet ever fretful of being eclipsed. They lack quickness and discernment, and are slow in the investigation of matters of import, look on tranquilly with morbid curiosity—jealously, in fact; ridicule, almost disdainfully, that which should be welcomed as a precept, and allow the importance of new ideas to whittle away as unworthy of respect, instead of arresting their intrusion and rehearsing their dictation.

Allowing that we have reached the topmost rung of the ladder which brings us on equal terms with the top of the premises we have erected, but when another storey is added to it our original position is at once made impracticable.

American methods elucidate all this, which are as widely different to ours as the personality of the men themselves; but they exhibit a fine example of vigilance with which they pursue the exigencies of the art.

Let us brush aside all our prejudices. Let us question ourselves as to whether our experience is strong enough to control all new devices, at the same time let us join in the views which prudence and practice suggest to us, "for no one is wise alone." Nature, we know, governs every ability, but it wants counselling to perfect; as Goethe said in reply to Herr Von Rentem: "Without a master a man cannot have anything from himself but clumsiness and stupidity." He also said, "that what we agree with leaves us inactive, but contradiction makes us productive." True, indeed, if put into practice.

I am not going to attack our trainers with that fascinating cry, "incompetency," because I know them to be endowed with every qualification capable of overtaking any flow of new events that are in a measure calculated to interfere with their prospects, as any movement will do where its value is made manifest. Nor am I sufficiently presuming to dictate to jockeys, either old or young. As regards the latter, I have one opinion to express—*i.e.*, that the adulation which is so hastily lavished upon the rising generation among jockeys of the present day, tends to a very large degree to disturb a simplicity of manners, and engenders an affectation which is not altogether becoming.

Little, if any, effort has been made of recent years to meet the exigencies that race-meetings demand, and the indulgences of a largely increasing sporting community. I mean by this that the accommodation at most, in fact all, of the leading places is totally inadequate for any recurring wants. Jealousy is probably a contributing reason in some cases, and prosaic calculations with regard to other matters, whilst all "logic arrows" are received with empty cynicism. I do not say this with any feeling of disrespect; it is said sincerely, and without one iota of animus, in the hope of being able to induce everyone professionally concerned with the English Turf to more particularly localise their attention to what is herein intimated, which may help to fathom whatever principles or deductions are conducive to the welfare of racing, and discover how it yields to the analysis.

There is one thing I strongly advocate—*i.e.*, emasculation of certain stock, such as *Timothy*, *Chittabob*, *Florentine*, etc., etc., where their progeny exhibit no promising character. There have been, and still exist, symptoms which seem to indicate an attachment to racing in England by other countries, which will no doubt increase as time goes on. Ergo, let us prepare ourselves mindful of the advice of Ruskin, that "every human action gains by its regard to things that are to come," because Americans have vividly occupied us in wonderment in the arena of the turf for some time by results and a *deus ex*

INTRODUCTORY STATEMENT.

machinâ, which prove that there is something more in their methods than appears upon the surface. The only way to estimate our own knowledge is by fusing the association of these ideas, which is the method by which all practical illustrations originate. As problems change with changing conditions, so too do we want less professional jealousy and more professional good fellowship among trainers in order to form a concrete system. It may entail extra energy, but I am certain that even if it did not help, it would not hamper the future. As the Duke of Devonshire remarked at a dinner at the Westminster Palace Hotel, "efficiency is proved by deeds, not by talking about it, because metaphors were powerless to supply it."

In conclusion, my acknowledgment is grateful and sincere to the following gentlemen, who have rendered me every service within their power for the purposes of this volume:—Major Clements, Colonel Wilkinson (York), Hon. W. F. J. Dundas, Sir Robert Wilmot, Bart., Mr. W. H. R. Crabtree (Doncaster), Mr. Miles I'Anson,

Messrs. Davis and Son, and Mr. Joshua Bury (Manchester), Mr. W. S. Gladstone, Messrs. Manning (Newmarket), Mr. Allan Stevenson (Ayr), Mr. E. C. Britten (Newcastle), Messrs. Dixon and Mitchell, Mr. Bostock (Derby), Captain Quin (Leopardstown), Mr. T. Brindley and Mr. R. M. K. Waters (Dublin), Mr. H. V. Boothby (Keele Park), Mr. W. H. Peard (Dublin), Mr. E. T. Cresswell, Mr. R. Pritchard, and the Printers and Artist who have so ably helped me to present the result of my seven years' labour to my readers in its present form.

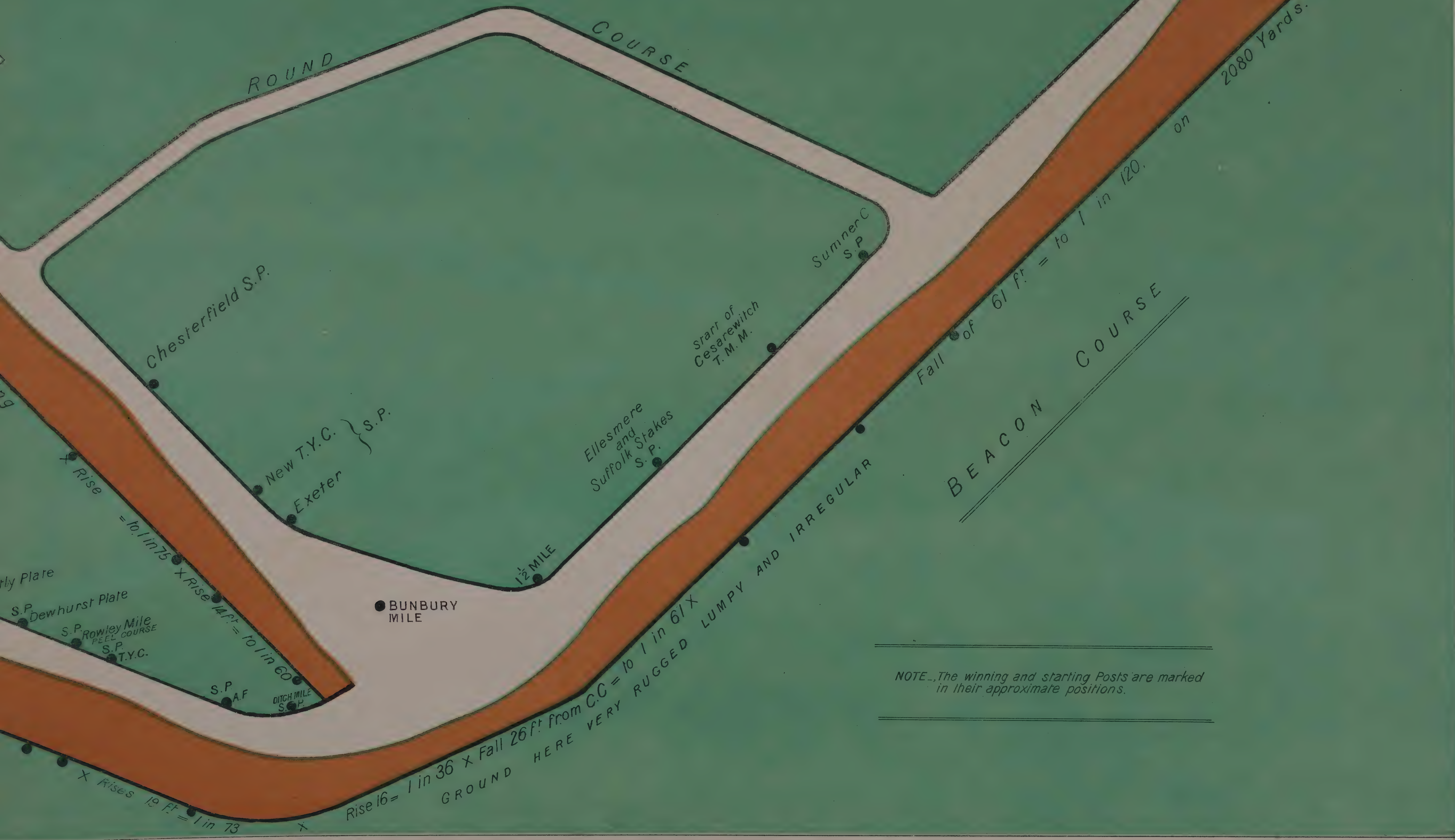
It would also be unthoughtful in me to close these remarks without adding a very grateful tribute to my friend Dr. Tom Robinson for restoring a completely disorganised constitution to a condition of mental and physical vitality, and without whose professional services it is doubtful if the present form of English and Irish race-courses would ever have been produced.

F. H. BAYLES.

August, 1903.



NEWMARKET HEATH.



NOTE., The winning and starting Posts are marked in their approximate positions.

The Newmarket Meeting.



THE name of the village, or hamlet, where Newmarket now stands is not mentioned by chroniclers. It takes its name, nevertheless, from the transfer of the original market at Exning, due to the outbreak of some infectious epidemic, which necessitated its removal to the nearest village. Hence the name Newmarket, which probably accounts for the right-of-way across the heath. Royalty have been closely associated since A.D. 630. Princess Etheldreda was born at Exning, but the diversion of racing was not in full swing until James I., 1604, when the Palace was erected as a sort of racing box for the Stuarts.

In the year 1753 there were only two meetings. In 1762 was formed the Second October; in 1765 the July Meeting; in 1770 the Houghton Meeting; in 1771 the Craven Meeting; in 1809 the Two Thousand Guineas; in 1814 the One Thousand Guineas; in 1839 the Cesarewitch and Cambridgeshire; and in 1890 the Second July Meeting. The old red betting post still remains, where it was placed in the year 1710.

In 1888 *Veracity* won the first Cambridgeshire Stakes over the new Course, the last portion of the Cesarewitch Course. The historic "Ditch" was built by the East Angles in the reign of Uffa, A.D. 571, and extends from Stetchworth to Reach, about seven miles. I have elected to commence the practical portion of this work with what is known as the "Headquarters of the Turf," since it is mentioned by some, and considered by many, as being a model racing ground; yet, in regard to its completeness it is open to question, because it is not by a very long way, excepting in its variety of courses, the best we possess.

It goes without saying that, where bloodstock is concerned, the chief centre is Newmarket, which is countenanced all over the civilised globe as the Capital of the Turf. It was here, no doubt, that the memorable "Nimrod" was induced to observe: "The advantages of racing, when honourably conducted, have been duly acknowledged in all countries and all ages. It is a wonderful stimulus to a manly exercise, of which history tells us no man need feel ashamed, and without its

imperfections it is the only sport which acts like a loadstone on the masses, and furnishes a never-failing nucleus of an English holiday."

Newmarket has one great advantage. It possesses an invaluable under-soil of Middle Chalk on a base of what is geologically known as Melbourn Rock, which is a division built of yellowish laminated chalk, with layers of marl, and without flints. Another reason for its excellent condition generally (except, perhaps, across the flat in midsummer, when drought prevails), is due to the supervision and care that is daily devoted to it, and the steadfast rules restricting its trespass and use at times other than during the race weeks.

It will be seen by the plate that the shape of the Cesarewitch Course is practically an obtuse angle, with an elbow at the "Running Gap," bearing slightly to the left, then to the right, the last mile and a quarter being perfectly straight; but to speak of this being *across the flat* is simply a misnomer (*see plan*). In my endeavour to give to the outline of the course a clear comprehensiveness, the contour line will be followed and the gradients stated, along the entire distance from the Beacon starting post to the Old Cambridgeshire winning post.

The Beacon Course to the Cesarewitch stand will deal with the Cesarewitch, Cambridgeshire, Two middle miles, last mile and a half and three-quarters of the C.C., last mile and a half of T.M.M. The A.F. Ditch Mile, Rowley Mile, Abingdon Mile, Dewhurst Plate, Bretby Stakes, T.Y.C., Rous Course, and Peel Course. The Old Cambridgeshire Course is only used now for the Ancaster Mile and Criterion Course.

The July Course (behind the ditch) has also many different courses, including the Suffolk Stakes, Ellesmere Stakes, July Cup (Princess of Wales' Stakes), Chesterfield Stakes, Exeter Stakes, and the new T.Y.C. To use the language of Pope in his essay on Man, "on different senses different objects strike."

On the Cesarewitch Course there are four winning posts, which will give one some idea of the variety of ground at the disposal of the Executive. It is this advantage, probably, which gives Newmarket the right to claim supremacy amongst race-grounds, because no matter how the animal is, or may be constituted, nor what

temperament it may inherit, a course can be selected at Newmarket to accommodate its disposition—*Pheon*, to wit, was never known to persevere over a course finishing up hill even at Brighton, where he held the hopes of his backers in safe keeping until the rise for home came, when he would completely cut it. However, the new T.Y.C. (July Course) suited the brute, and he won a nice race here in a canter in 1900.

* * * * *

The Beacon Course.

The start for the "Whip," which is the only race for which this course is used, is 169 feet above the level of the sea. It is exceedingly precipitous, otherwise it would be the best and truest mile and a quarter at Newmarket, owing to the evenness of the ground and its enormous width. The first half mile shows a fall of 43 feet, equal to 1 in 62, with a continuous down grade on the next five furlongs to 18 feet more; which registers a gradient on 1 mile 1 furlong 100 yards of 61 feet, equal to 1 in 120. This reaches the point of starting for the Cesarewitch, which is about 145 feet wide. It is also the start of the T.M.M. and the three miles of the Beacon.

The ground about this particular position is positively faultless, but, unfortunately, this excellent condition does not carry very far. A short distance after the start the ground takes an irregular form by altering its side depression on a fall of about 10 feet. A most cruel piece of ground is then encountered, with a little undulation, on another fall of 16 feet equal to 1 in 150. No one would really credit that such a wild, rugged, hollowy, and disadvantageous six furlongs existed on the first mile of the popular Cesarewitch. The land at intervals falls into irregular angles, whilst running obliquely across the course is what a geologist might describe as a perfect escarpment, in fact, the land is actually distorted. We are now at the point known as "Choke Jade," which commences a rise to the Ditch Mile starting post, or "Running Gap," of over 16 feet in the short distance of 192 yards, which is equal to a gradient of 1 in 36. A very steep and uneven condition of going is experienced about here again.

From the "Gap" the land rises past the A.F. starting post to the start of the T.Y.C. equal to a gradient of 1 in 228.

We have now reached that part of Newmarket Course which is indisputably a very fine piece of ground. On the 215 yards which divide the T.Y.C. start from the Rowley Mile start is a slight fall of two feet only.

From the last named to the T.Y.C. winning post is a distance of 4 furlongs 144 yards, over entirely new ground, practically flat, with a very level and true condition transversely. I repeat this to be beyond question, the most perfect part of the whole course.

Continuing the line on to the Ditch Mile and T.M. Miles winning post, the land bears another rising tendency of nearly six feet in 1 furlong 35 yards, and over a similar distance to the Abingdon Mile winning post there is a fall of nearly three feet, equal to 1 in 90. I should like to draw attention to a very simple fact, which many no doubt will discredit, that occurs at the post on the Abingdon Bottom—*i.e.*, the last few yards is on the rise, and not down hill, as many may be led to believe. As a matter of fact, it commences an elevation reaching to the Rowley Mile winning post of no less than a mean rising gradient of 11 feet on 1 furlong 17 yards, equal to 1 in 22.

It must be noted that the going across the flat—in other words, on any course this side of the Ditch—is considerably easier on the stand side, and as near the rail as practicable, than on any other line of running.

From the Rowley Mile winning post to the Old Cambridgeshire winning post is a very steep incline of 38 feet, which makes the journey for the "Whip" very severe.

It is astonishing to notice how the ground changes all along its contour (excepting on the new ground) in its cross formation.

At the A.F. starting post the ground lies very awkwardly indeed. At the Ditch Mile winning post the ground is highest on the stand side. At the Abingdon Mile winning post it is highest on the far side, and practically flat on the stand side. In point of proof of the advantage on the line close to the stand rail over the A.F. I have been unable to record but one single instance where a desperate finish has occurred, that the Judge's dictum went to the horse farthest from the stand

in races over the A.F., Rowley Mile, Rous Course, Dewhurst Plate, or Bretby Stakes. I do remember one race, that was between *Liquidator*, a *St. Frusquin* colt (Hardy), and *Cooee*, by *Trenton* (Gibson), in the Old Nursery Handicap over the Rowley Mile, the first day of the Cambridgeshire week, 1901. Hardy had the stand side, quite close, and it was due to him that it was ever a race at all; however, the race ended amidst most deafening excitement, not a soul present being able to declare which had won, until Mr. Robinson's fiat went to *Cooee*. This is the only event within an experience of thirty years that ever a very close finish has gone against the animal on the stand side—a feature, I contend, worth bearing in mind.

When the untrue conformation of the course, with its ridges, hollows, and awkward angles occurring in every direction from just after the start of the Cesarewitch to the start of the A.F. have been under reconstruction, not till then will the unequal condition of the "take off"—especially about those important parts such as the beginning of A.F. and the Bunbury Mile—be fully realised.

I say this, and I say it without the least fear of contradiction, that in some parts the irregularity of the ground at Newmarket is not conceivable. My contention is this, that whether it is a matter of importance or not, it is common knowledge that racehorses are very sensitive to such an unseemly condition, which are apt to make animals with any peculiarity take a dislike to it at once.

In not presuming too much, I venture to think that the jockey drawn on the stand side, over any portion of the Cesarewitch Course, has decidedly the advantage of the ground, which is of unspeakable importance. "It is better to tear open an old wound than let it mortify."

The width of the course below the gap is about 145 feet. Across the flat it is wider by about 50 feet, equal to 195 feet. I shall not occupy any space with the Round Course, as it has dropped into oblivion.

* * * * *

The July Course.

It would be difficult to find a line of country more adaptable to racing than the course "behind the ditch." For during a continuous drought, when it would be positively dangerous to race across the flat without hazarding the shoulders of

horses, the going at this delightful midsummer fixture is always in a condition perfectly raceable. This part is only 110 feet above sea level.

There are two winning posts here. One is known as the Bunbury Mile at the top, and the new T.Y.C. winning post is 220 yards lower down. The width is about 140 feet, and much more prolific in herbage than any other part of the heath. With two exceptions, Gosforth Park and Goodwood, it stands unequalled, for two reasons, viz., racing is never in the least dangerous, for the going is always pliable in the very hottest of English summers. The other all important feature is, that all the competitors have a fair and equal chance throughout, without any regard to the draw for places. This is due to the evenness of ground on its cross section, and the beautifully regulated conformation it possesses longitudinally. This applies to the last six furlongs of the Bunbury Mile. Below this point the ground requires levelling very badly indeed.

The longest races over this course are the Summer Course—the Suffolk Stakes, and the Ellesmere Stakes. The first named starts just below the C.C. on the Beacon Course, finishing at the B.M. The Suffolk and Ellesmere start at the same post just below "Choke Jade," the former finishing at the B.M., the latter at the new T.Y.C.

From this starting point there is a rise of 10 feet on the first furlong, equal to 1 in 66. Between here and the Bunbury Mile starting post is a distance of three furlongs, on which there is an irregular and continuous fall of 29 feet, equal to 1 in 68. The line leaves the Cesarewitch Course at "Choke Jade" and enters the July Course right handed.

The condition of the ground at the start of the Bunbury Mile is unbelievable. It is also the starting point of the Beaufort Stakes. I can only compare it with the deep side of a mammoth oyster shell, and this irregular and distorted character begins at the start of the Suffolk and Ellesmere Stakes, and continues to a furlong past the Bunbury Mile starting post.

A distance of 300 yards separates the B.M. and the new T.Y.C. starting posts, on which there is a rising gradient of 14 feet, equal to 1 in 60. The T.Y.C. begins on the rise for 390 yards, equal to 1 in 75. On the next furlong the land falls, and rises undulatingly soon after the start of the Chesterfield Stakes, which, to within

100 yards of the new T.Y.C. winning post, on which there is a fall of eight feet. The last 100 yards is up hill. The Beaufort Stakes finish at this post.

The rise on the last 320 yards of the Bunbury Mile is equal to about 1 in 46.

There is a rugged aspect on the ground below the six furlongs, which is positively unseemly at a place like Newmarket, and, in fact, disastrous to horses with the peculiar self-will so characteristic in *Diamond Jubilee*, *Flying Fox*, *Sceptre*, *Santoi*, and *Innocence*, because it is apt to, and does, turn them from their best behaviour, whilst the awkward state of the "take off" must have a slightly bewildering influence over both man and beast at the beginning of any race under similar conditions. Not even the excellence of the last six furlongs—as I have already mentioned—does sufficient to compensate this defect. It is beyond doubt an admirable specimen of a race-course for six furlongs, and a test track into the bargain, for the last 320 yards of the Bunbury Mile is about as perfect a tell-tale of a horse's staying capacity as one would desire to be guided by. The last part is not on a gradual rise, it is more of a climb, occurring midway. It is not a course for horses unfit, or those with non-staying stamina.

* * * * *

The Old Cambridgeshire Course.

This portion is 135 feet above sea level. It is only employed on four occasions—the Old Cambridgeshire, the Whip, the Ancaster Mile, and the Criterion Stakes.

However, it is worthy of special mention, because it is beyond dispute the most trying and most severe 1 mile 1 furlong to be found on any race ground in the kingdom; furthermore, it is so untrue, owing to the irregular condition of the ground at intermittent stages of the course. The last 120 yards, perhaps, are a very fair bit of going being fairly level both ways.

If you take the line of the Criterion Course the centre of the course would be found 5 lb. to 7 lb. more severe than on the paddock side. On the latter line you encounter intervals of very fair going. Another fact, which is probably known to a few only, is this. Just about the start of the Criterion Course, in a line with the

"Birdcage," a short and sudden drop occurs in the ground on the Ancaster Mile, which is calculated, unless on the *qui vive*, to force jockeys on to the horse's neck.

It must be taken as a fact that the top side of this course has a decided advantage. This is evidenced by the several instances of top weights, *Florence* and *Foxhall* to wit, having outrun such animals as *Tristan*, *Lucy Glitters*, *Bendigo*, and *Pizarro*, after a desperate challenge, as did *Plaisanterie* and *Bendigo* with 9 st. 12 lb. and 9 st. 8 lb. respectively, while *Rosebery*, 4 years, 8 st. 5 lb., *Montargis*, 3 years, 7 st. 13 lb., and *La Merveille*, 4 years, 8 st., also won on the extreme top side, whilst *Best Man* was another case in point of a big impost winning the Old Cambridgeshire in the same position.

My contention is this, that over such ground the handicapper is completely non-plussed, unless the horse is favourably drawn.

It is to the younger branch of jockeys that I am endeavouring to convey this warning; of course, to the old hands—whom I regret to say are now reduced to a minimum—it would be empty advice. To my mind it is quite clear that many of the successes in the last two decades of our jockeys such as George Fordham, Tom French, Jimmy Snowden, Johnny Osborne, H. Maidment, Harry Constable, Tom Cannon, Jack Watts, Fred Webb, Charley Wood, George Barrett, Morny Cannon, W. Halsey, Fred Rickaby, Sam Loates, Tom Loates, and Otto Madden, were due solely to their judgment in the selection or knowledge of the ground; not to speak of poor Fred Archer, who was invincible on any horse, or any part of any course. I have had many conversations with all the above, in order to elicit facts, and many valuable points I have gathered from these sound particles of information. Yet I give my regard to Morny Cannon, W. Halsey, Sam Loates, "Tich" Mason, and even "Kemmy" Cannon's observance of the condition of the going is worthy of much respect.

I do so with every respect to the foregoing opinions, because I have traversed many courses in the company of their originators, and in our several conversations I have gleaned points which were conclusive to me that their object in inspecting the course was obviously different to many others. I should value very much their impartial criticism on this work.

The contour of the Old Cambridgeshire Course is given herewith in its entirety, with its occurring gradients in four stages. From the above-named starting-post the land falls over four feet on the first furlong; this reaches the start of the Ancaster Mile. Between this post and the start of the Criterion Course is about 490 yards, on a rise equal to 1 in 161. The next $3\frac{1}{2}$ furlongs extend to the old Red Post, also on the rise of over 17 feet, equal to 1 in 120. There is a very fair gallop on this interval, provided you are on the top line of running. On the last 516 yards is a rise of over 14 feet, equal to 1 in 110. The last stretch is a very even piece of ground indeed, with just a slight tendency to rise.

* * * * *

A Suggested Alteration—

Practical and Favourable.

Whether the following suggestion will be accepted as an improvement, necessary or practicable, I leave to others to determine. Firstly, I submit that that part of the Cesarewitch Course behind the "Ditch" is unfair and untrue in every particular as regards its superficial conformation. Secondly, the first mile, inclusive of that all-important feature "the start" of the most important race of the year, is entirely shut out from the view of everyone.

Why should this be so? The land on the heath is the property of the Jockey Club, therefore no trouble can arise in regard to the site. I submit, without any unreasonable pessimism, that the Cesarewitch Course could be marked out on the far side, immediately opposite to the stand, running parallel with the "Ditch" on the east side, and joining the straight at the Cambridgeshire post. If this were done a full view of this handicap of handicaps would be uninterrupted from start

to finish. It might partly alter the orthodoxy of the race, but it would put the contest on a much fairer footing than that which at present exists, and would introduce a feature of reform that racing of the present day demands.

In the year 1902 the Peel Course winning-post was removed from the T.Y.C. to the T.M.M. winning-post, in order to simplify the arrangement of the starting gates. The Rowley Mile was measured to the exact distance, viz., 1,760 yards, instead of 1,771 yards, as hitherto. The Two Middle Miles are now exactly two miles, instead of 1 mile 7 furlongs 203 yards; the T.Y.C. 5 furlongs 134 yards, instead of 5 furlongs, 142 yards; the New Cambridgeshire 1 mile 220 yards, instead of 1 mile 240 yards; and the odd 35 yards are taken off the Cesarewitch, which is now exactly 2 miles 2 furlongs. The Suffolk Stakes is now $1\frac{1}{2}$ miles, the extra 25 yards having been taken off; and the Beaufort Stakes 7 furlongs, instead of being 23 yards short.

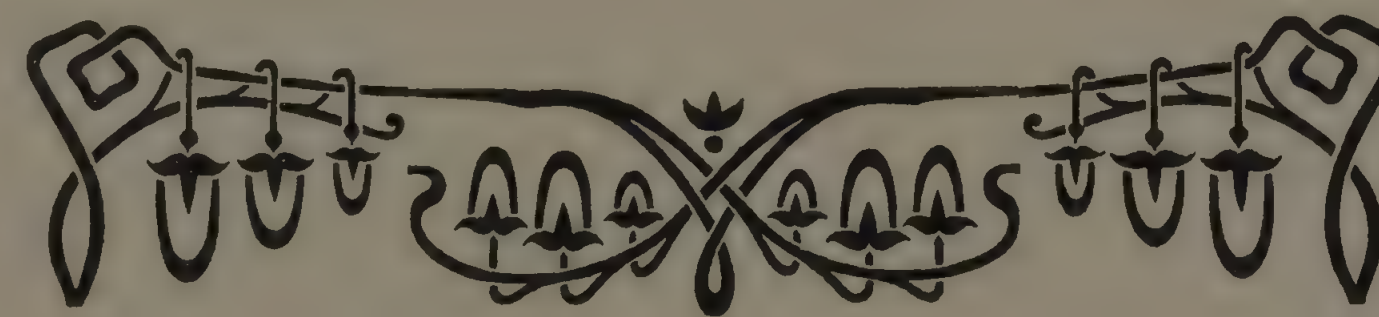
* * * * *

Railways.—The Great Eastern is the direct line, but the Great Northern and London and North Western have an excellent service to Cambridge.

Clerks of the Course.—Messrs. WEATHERBY, Old Burlington Street, London.

* * * * *

P.S.—With reference to my remarks on the July Course concerning the hollow at the start of the Bunbury Mile; since my description was prepared, I have discovered that the unevenness of the ground at this important starting point has been partially filled up, and made infinitely better as "taking-off" ground than it was before 1903. It would still be much better for levelling on its cross section.



Lengths of Courses at Newmarket.

.* These measurements are in all cases made in the centre of the Courses.

N.B.—1760 Yards are a Mile.

240 Yards are a Distance.

220 Yards are a Furlong.

PRESENT MEASUREMENTS.

SINCE THE SPRING OF 1902.	Miles.	Fur.	Yds.	SINCE THE SPRING OF 1902—continued.	Miles.	Fur.	Yds.
The Beacon Course is.. ..	4	1	177	Two Middle Miles of B.C.	2	0	0
Last Three Miles of B.C.	3	0	84	Last mile and a half of T.M.M. ..	1	4	0
Ditch in (from Running-gap to end of B.C.)	2	0	118	Ditch Mile (first mile of A.F.) ..	A	0	0
Audley End Course (from the starting-post of the T.Y.C. to the end of the B.C.)	1	7	56	Peel Course (finishing at D.M. winning-post)	0	6	0
Old Cambridgeshire Course (last mile and a distance, straight) ..	1	0	240	Two Years old Course (on the Flat)	0	5	134
Ancaster Mile (last mile, straight) ..	1	0	22	Round Course (beyond the ditch) ..	3	4	138
Criterion Course (from turn of Lands in)	0	6	0	Summer Course (last two miles of R.C.)	2	0	24
Cesarewitch Course (from the starting-post of T.M.M. to the end of the Flat)	2	2	0	Suffolk Stakes Course (last mile and half of R.C.)	1	4	0
[There are also posts last mile and three-quarters and last mile and a half of this Course.]				Bunbury Mile (a straight mile, finishing at the end of R.C.)	1	0	0
New Cambridgeshire Course (about last mile and a furlong of A.F.) ..	1	1	0	Chesterfield Course (last five furlongs of B.M.)	0	5	0
Across the Flat	1	2	0	Exeter Course (finishing at New T.Y.C. post)	0	6	0
Rowley Mile (last mile of A.F.) ..	1	0	0	New Two Years old Course (July Stakes Course), finishing a furlong short of R.C. winning post ..	0	5	140
Dewhurst Plate Course (last seven furlongs of R.M.)	0	7	0	Beaufort Course (from starting post of B.M. to finish of New T.Y.C.) ..	0	7	0
Bretby Stakes Course (last three-quarters of R.M.)	0	6	0	Ellesmere Stakes Course (from starting post of Suffolk Stakes Course to end of New T.Y.C. winning post)	1	3	0
Rous Course (last five furlongs of R.M.)	0	5	0	[There are also posts last mile and a quarter and last mile and a furlong of this Course.]			
Abingdon Mile (on the Flat)	1	0	0				

LATE MEASUREMENTS.

TILL 1902.	Miles.	Fur.	Yds.	TILL 1902—continued.	Miles.	Fur.	Yds.
The Beacon Course is.. ..	4	1	177	Abingdon Mile (on the Flat)	1	0	0
Last Three Miles of B.C.	3	0	84	Two Middle Miles of B.C.	1	7	203
Ditch in (from Running-gap to end of B.C.)	2	0	118	Last mile and a half of T.M.M. ..	1	4	0
Audley End Course (from the starting post of the T.Y.C. to the end of the B.C.)	1	7	56	Ditch Mile (first mile of A.F.) ..	1	0	0
Old Cambridgeshire Course (last mile and a distance, straight) ..	1	0	240	Peel Course (finishing at T.Y.C. post)	0	6	0
Ancaster Mile (last mile, straight) ..	1	0	22	Two Years old Course (on the Flat) ..	0	5	142
Criterion Course (from turn of Lands in)	0	6	0	Round Course (beyond the ditch) ..	3	4	138
Cesarewitch Course (from the starting post of T.M.M. to the end of the Flat)	2	2	35	Summer Course (last two miles of R.C.)	2	0	24
[There are also posts last mile and three-quarters and last mile and a half of this Course.]				Suffolk Stakes Course (last mile and half of R.C.)	1	4	25
New Cambridgeshire Course (last mile and a distance of A.F.) ..	1	0	240	Bunbury Mile (a straight mile, finishing at the end of R.C.) ..	1	0	0
Across the Flat	1	2	0	Chesterfield Course (last five furlongs of B.M.)	0	5	0
Rowley Mile (last mile of A.F.) ..	1	0	11	Exeter Course (finishing at New T.Y.C. post)	0	6	0
Dewhurst Plate Course (last seven furlongs of R.M.)	0	7	0	New Two Years old Course (July Stakes Course), finishing a furlong short of the Bunbury Mile post ..	0	5	140
Bretby Stakes Course (last three-quarters of R.M.)	0	6	0	Beaufort Course (finishing at New T.Y.C.)	0	6	197
Rous Course (last five furlongs of R.M.)	0	5	0	Ellesmere Stakes Course (finishing at New T.Y.C.)	1	3	0

THE TWO THOUSAND AND ONE THOUSAND GUINEAS COURSE IS OVER THE ROWLEY MILE.



MOVEMENT for the betterment of English racing, by the introduction of an enclosed meeting at Esher in Surrey, close by the Royal residence at Claremont, instituted in 1875 by the enterprising executive, was the harbinger of race-course reform; with the result that it has induced Society to bestow upon it its patronage, by burying the bad reputation of many of its predecessors.

Sandown Park claims rank with all Royal meetings—Ascot, Goodwood, Doncaster, and Epsom—in a social point of view, and it is only superseded otherwise by the classic events, which are orthodox at the foregoing places; in a sporting sense is *nulli secundus*, in the value of stakes, quality and class of competitors, and other general features—the Great Eclipse Stakes of £10,000, the rich Breeders' and Foal Stakes, not to speak of the many very valuable handicaps which carry great professional interest, and help to form very attractive programmes. The same also applies to the Steeple and Hurdle races. The King and Queen usually grace the Summer Meeting with their illustrious presence. An elaborate pavilion was erected on the lawn by the late Sir Wilfred Brett for their reception when Prince and Princess of Wales. The new stands were erected in 1903. It is truly admirable in all its surroundings, while its approaches, either by road or rail, are easily accessible.

The station at Esher is fourteen miles from London, on the London and South Western Railway. There are eight fixtures annually, devoted to flat racing during summer and autumn, and steeplechasing and hurdle jumping during winter and spring. The Grand Military Steeplechases are held here, when many officers distinguish themselves in the saddle, the meeting being organised for horses owned by officers, and to be ridden by them—not necessarily by the owners. The military races were founded by the 5th Dragoon Guards in 1834. The first recognised race was held at Northampton in 1841. In 1843 they were re-organised by the 17th Lancers.

The under-soil of the course is "lower Bagshot sands," one hundred and twenty

Sandown Park Meeting.

*Flat, Steeplechases,
and Hurdle-races.*

feet above sea level. The going is always good, due mostly to its percolative substrata and the abundant growth of fine agricultural herbage. It would take a continuous spell of frost to put any bone into the ground, while it is always fair going, even in bad weather.

* * * *

The Outline of the Course.

I regret to say that the entire conformation of the running line is spoiled by the short horse-shoe segment of a circle, and the awkward form the ground takes on the turn into the straight. It would not perhaps be wise to interrupt the ground, if it were not for the land possessing a falling gradient, in both directions, at this all-important stage of the course. I suggest it should be raised quite $1\frac{1}{4}$ inches to the foot, which would be an inestimable improvement, and one that would claim unlimited satisfaction, apart from removing the existing awkwardness by making the outline as true as circumstances will admit as practicable. One will be able to judge the severity of this course by the fact of it varying from 50 to 100 feet in its elevation above the ordnance datum.

There are three flat race-courses, viz., the **Round Course**, from winning-post to winning-post (1 mile 5 furlongs 7 yards), which is right-handed; the Mile Course, which takes an angle on the far side, and joins the Round Course at the pay gate (*see plan*); and the straight five furlongs along the centre. The run-in is 1,050 yards. The conformation of the above is as follows:—The 1 mile 5 furlongs originally started just beyond the winning-post, on a rise of 20 feet, equal to 1 in 24. It now starts about 100 yards below the winning-post. It then falls rather steeply round the turn right-handed to 32 feet, equal to a drop of 1 in 24 on just over a furlong of ground. It then rises round the turn on to the far side, along which the land is undulatory, rising again on to the right hand, and falling easily in the straight for the first two furlongs; the last three furlongs being on a steep and continual

rise to an elevation of 26 feet, equal to 1 in 76. The last few strides to the winning-post are down hill.

The Mile Course commences on a very even piece of ground, slightly on the fall, and the going becomes very lumpy and irregular about the seven furlongs start. The turn into the straight is very awkward, and owing to its impingement on the five furlongs, the rail is improvised by dollies.

The Five Furlongs is a very trying gallop, but not so severe as one would believe it to be. The first half is very nicely formed, with a slight deviation in it about midway. On the last 200 yards there is a rise equal to 1 in 42 on the extreme far side, which is no doubt quite 5 lb. easier than the stand side. This accounts for the general rush to the right side of the going as soon as the "gate" rises. The cross section is very even all over the first part.

I have good reasons for saying that the directorate of Sandown Club would spare no expense in the acquisition of land that would enable them to form a course over a straight mile; but, unfortunately, such an addition at Esher is impracticable on the present site, owing to a high road running transversely at either end of the ground, therefore this typical-racing-rendezvous must submit to the inevitable. The situation is this, that at one end of the ground is a high road running transversely with the course. This road prevents a six and seven furlongs and one mile straight line. In the first place, is the land on the far side of the road purchasable?

Secondly, are the local parochial authorities willing to meet the wishes of the Sandown executive in regard to the sale of that portion of the road necessary to form a straight mile? The parochial authorities have it within their power to sell, should they be willing to divert the present road. Therefore, it should only be a matter of negotiation, in order to provide Sandown Park with a straight mile.

The Steeplechase Course is built and laid out to the order of the National Hunt rules. The fences are very upright and well made. It is not a difficult country; in fact it is very easy. The guard rail to the ditches is banked and bushed in front, a very good idea indeed, as it is a guide for horses to take off properly. Formerly the ditch was beyond the brook, where many disasters have taken place hitherto, but this danger is now averted, as the ditch has been judiciously placed in another position. The fences are known in the profession as "brush fences." Horses may chance them, and need not rise too high to get through them, which is not the case at Kempton. There are thirteen fences to jump in the Two Miles.

* * * *

Stabling on the course for 106 horses, with unloading dock close by. Charge, 10s. per night. Lads accommodate themselves in the village.

Clerk of the Course.—Mr. HWFA WILLIAMS, Sandown Park Offices, St. James's Street, London.





W. A. Rouch.]

MODEL.

ELLIMAN.

DRUMCREE.

THE LIVERPOOL TRIAL STEEPLECHASE, AT SANDOWN PARK, 1901.



HAT a very clever inception it was—which developed into the present dividend-producing undertaking, on the part of those gentlemen who, in 1879, conceived the idea of founding a second enclosed race meeting in the environments of London, after the splendid example shown them by the Sandown Park Company. The enterprise was readily organised under a keen and practical executive, well qualified to remedy any wants or shortcomings, or to meet any emergency that it might be thought prudent to adopt, and in whose hands and jurisdiction the meeting at Sunbury has blossomed into a big financial movement. It is to be regretted that to conform to the new rule of a straight mile—as at Sandown—is, so far, impracticable, unless arrangements can be made with the parochial body for the acquisition of a portion of the high road, and divert it, as already suggested in my description of Sandown.

Kempton Park is situated at Sunbury, in Middlesex, sixteen miles from Waterloo Station on the London and South Western Railway. The station platform is in close proximity to the course, stables, and paddock.

There is a well sunk in the ground here with an unlimited supply of water, and an engine with a six-inch main attached, and hydrants laid all over the place in case of emergency of a long drought. The course is well cared for, and dressed with bone manure; yet I have seen dressings on this course that are very detrimental to its cultivation.

There are ten meetings during the year, divided into flat, steeplechases, and hurdle races, and among them some very large stakes are divided, ranging from £100 to £3,000. One may mention the Great Jubilee, the Duke of York's Stakes, the Coronation Stakes, not to speak of some very valuable two-year-old races. It is a capital place to watch races, and, as a rule, the results evoke a considerable amount of professional interest. One redeeming feature here, as at Sandown, is the long and true run in, but there is a great distinction between the two places on the last quarter of a mile. The three furlongs here form a perfectly true and good gallop;

The Kempton Park Meeting.

*Flat, Steeplechases,
and Hurdle-races.*

neither side of the course varies one iota. There is a slight tendency in the land to rise, but it is so imperceptible that a fair description would term it flat and exceedingly level transversely.

In speaking of the geology of the area on which the course is outlined, I am of opinion that the base of London clay underlying the gravel subsoil has a great tendency to waterlog the district after a heavy fall of rain, which no doubt accounts for the deep, heavy, and very tenacious character of the ground during bad weather, although it has an abundant growth of herbage. The earthworm also abounds here in unlimited quantities, to which is due the good depth of earth soil. I have myself collected worm castings on this course which drew the balance at $2\frac{3}{4}$ ounces.

* * * * *

The Course with its Outline.

It stands just 50 feet above sea level. The running line is right-handed. The entire circuit is 1 mile 6 furlongs. The width is 30 yards, but varies at parts. The width at the Jubilee post is over 40 yards. The run-in is 700 yards.

The Jubilee Course on the first 400 yards falls equal to 1 in 100, viz.—12 feet. On the next five furlongs to the turn for the straight the ground is slightly undulating but bears no material gradients. The land round the turn is very bad indeed, and should certainly be raised $1\frac{1}{4}$ inches to the foot, because the curve extends to about a furlong, and in parts there is a slight depression on its cross section from the rails—and running very wide is a frequent occurrence.

The actual difference between any horse racing on the rail and those having to go wide on to the middle of the course at this turn is 25 feet—equal to about three lengths.

The Round Course from the Winning Post.—The ground rises on the first 200 yards equal to 1 in 150, falling on the next 150 yards, equal to 1 in 150.

Round the top turn the ground falls slightly, then runs fairly undulatory on the top side, and rises on nearing the right-hand turn. This course is a very good gallop indeed.

The Six and Five Furlongs Courses are perfectly straight, and, with the exception of the two slight deviations midway, may be considered quite flat and very level all over them, infinitely better than Sandown, though rather a dead trying gallop.

* * * * *

The Steeplechase Course.

This line of running is over the same area as the flat course, and far more difficult than Sandown. The fences are well built of birch, and faced with thick furze, with a rail along the front between the two thicknesses on some of the fences about three inches wide a short way from the top, which keeps the timber well compact. Should horses attempt to brush them they are bound to strike this rail. Horses must rise well at them. The guard rail to the ditches is banked. There is a

regulation privet hedge at the water jump. This obstacle is very badly placed; it is too near the turn by 100 yards.

* * * * *

REMARKS.—The water jump is only 120 paces from a very sharp turn, which is hardly long enough run, especially as this turn follows a curve occurring just past the winning post, and there is no gradient on the ground to assist horses round it. The same imprudence exists at Hurst Park.

SUGGESTIONS.—The grass seed, *Agrostis stolonifera* should be employed on this ground; but care should be taken that the above is obtained, and not the *A. vulgaris*, or *A. Alba*, which are common weed plants. Sea sand would greatly benefit this land, as would fine coal, ashes, wood ashes, ditch scourings, and well decayed stable dung.

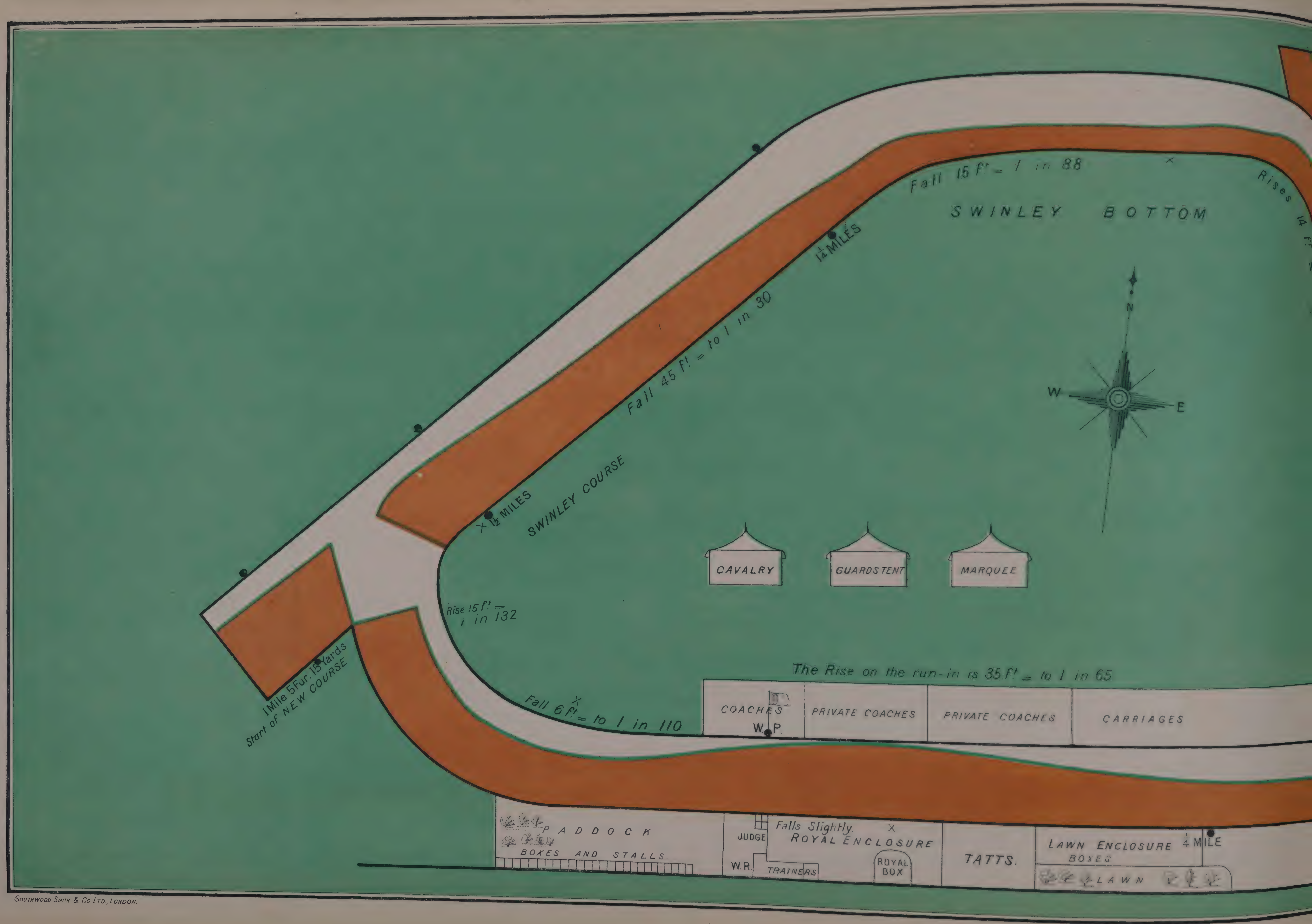
Stabling on the course for 120 horses, at 10s.; lads, 1s. per night.

Club Secretary—SEYMOUR PORTMAN-DALTON, Esq.

Secretary.—Mr. WALTER HYDE, Sunbury, Middlesex.

Clerk of the Course.—Mr. BEVILL, 13, King William Street, Strand, London.





ROYAL ASCOT HEATH.

Start of the OLD MILE
Nice Gallop
to 1 in 165
Fall slight



WINDSOR FOREST



Fall of 8 ft. = to 1 in 193
Rise 28 ft. = to 1 in $4\frac{1}{2}$
Fall = to 1 in 49

$\frac{1}{2}$ MILE
CUP POST
5 FUR.
T.Y.C.
5. 144 YDS.
6 FUR.
7 FUR.
NEW MILE
Royal Hunt Cup
7 Fur. 166 yds.



It is not in my province to deal too much with the historical associations of the much-abused Royal Heath, otherwise I know of no other race meeting that provides so much material for its theme. Every nation has its own standard of manner; but where horse-racing is concerned we can boast as being the origin. According to the "Gazette" of July, 1711, it was good Queen Anne who engendered such a devotion for all pastimes, that she suggested a course to be constructed on the royal desmesne at Ascot, and founded the kennels—which are now extinct—the same year. In 1735 there were three days, one race only taking place each day; races were also held in August and September about this period. King George IV. also introduced two meetings within a fortnight of each other, and established the Royal procession in 1828. When Prince of Wales he won the enviable, yet abandoned, Oatland Stakes with *Baronet* (Chifney riding), which caused a little anecdote of his royal father, King George III., to be handed down to posterity. Congratulating his son he said, "I made fourteen Baronets last week, but yours has been more productive than all mine." The first Gold Cup was in 1807. The Royal Hunt Cup in 1843. The Gold Cup in the thirties was confined to members of White's, Brook's, and the Jockey Clubs; and in 1832 was made an open race.

With reference to the office of "Judge," a note worthy of recording may prove edifying. At the Burford races in Oxfordshire a dispute arose, owing to which the Jockey Club Stewards resolved that in future the "Judge" should be a paid official. The first to officiate in this capacity was John Hilton in 1770, who held the post till 1806; he was succeeded by Mr. John Clark, who eventually transferred the position to his son in 1822, and in 1889 the latter was succeeded by his son-in-law, Mr. C. E. Robinson.

Now the next changeable feature was that of "Starter," which, up to the year 1846, was held by the Royal Huntsman; the last was Charles Davis. From this date to the year 1860, the post was retained by the family of Hibberds, when Mr. J. C. MacGeorge took over the appointment till 1884. The following season Lord Marcus Beresford took office till 1889, and Mr. Arthur Coventry succeeded him till 1902,

The Royal Ascot Meeting.

when the Stewards of the Jockey Club elected Major Willoughby and Mr. Hugh Owen (jointly) to the post of starters for the meetings within their judicial surveillance.

It was Lord George Bentinck who first introduced the starting-flag. But whether he would have advocated a couple of strands of webbing, dangling in the face of high-couraged, highly-trained, fretful, and excitable animals as an improved substitute, I am unable to say; but, suffice it to say, that the "starting gate" has not yet provided everything needful in that respect.

Royal Ascot was, up to the accession of His Majesty King Edward the Seventh, a regular target for the pessimistic scribe and spitfires to direct their wholesale volley of reproach. In a measure, probably, some ground for complaint, and these unwelcome expressions were admissible. I know that it is unnecessary to be an actor to criticise a play, but before one holds forth any wordy argument or comment in regard to "land" one should first of all know his subject.

However, the season of 1902 brought about quite a new order of things. His Majesty, true to tradition and the sporting proclivities of his illustrious ancestors, evinced a right royal interest in the Ascot race-course, and by his gracious command, and I may say personal supervision, the ground for complaint was speedily removed. Newspaper men wrote columns in praise of the improvement, declaring that never before had the royal land exhibited such a splendid condition. Furthermore, it will improve, and henceforward will be one of the best gallops in existence, for which Major Clement will bear the credit, as he has hitherto borne the onus. Every year nearly £40,000 is added to the stakes during the four days, when all of the most valuable two and three year olds in training put in an appearance. There are no selling races here.

The geology of Ascot Heath is "lower Bagshot sand," overlying a strata at a very great depth of "London clay," 300 feet above sea level. The nature of the above affords, to my mind, a too free escape for all moisture, and it may be attributable to the very hard tendency of the land in dry weather. A proof in point is this: that we cannot trace any such-like resistable condition in land overlying chalk.

Some gentleman attempted in 1901 to show that the hardness of the ground was exaggerated, by describing his experience with a stick, without a ferrule, over the "Swinley Bottom"; which was, no doubt, correct. But I would like to remind him that the land at the point in question is exactly 55 feet lower than the portion in front of the Royal enclosure. If practical, one of Rose's, or Merryweather's, hydrant engines should be employed to distribute water through a long length of wide-mouthed hose in case of emergency. Secondly, the public should be stringently kept from it during the race week. Lastly, the passage from the Royal enclosure to the coaches and marquees should be arranged on the left hand of the winning post.

* * * * *

The Course with its Gradients.

The Royal Hunt Cup (or Straight Mile) is 7 furlongs 166 yards, or less than one mile by 54 yards. It starts on a very level piece of land down hill on the first 170 yards to a gradient equal to 1 in 49, rising to within 50 yards of the five-furlong post 28 feet, equal to 1 in 41½. From the five-furlong post to the point of run-in is a distance of 515 yards, on which the land falls 8 feet, equal to 1 in 193. The run-in is 756 yards, with a continuous rise to within 32 paces of the winning-post to a gradient of about 35 feet, or equal to 1 in 65.

On the cross section at the winning-post the ground is higher and flat on the stand side, whereas on the rail side it begins to drop in the last few strides so to speak.

Weatherby's Calendar describes the Course as being up hill the whole way.

On this line are run the 7 furlong, 6 furlong, T.Y.C., 2½ miles (Cup Course), all of which start on the rise, while the five furlong commences on the fall.

The Old Mile is now the exact distance, and starts on a good piece of level ground at an angle with the Round Course.

The Swinley Course I will take in the description as follows:—The entire circumference of the present Course is 1 mile 6 furlongs 139 yards and its width in the straight is 33 yards, in some parts much wider. On the first furlong past

the winning-post there is a fall of 6 feet, followed by a rise round the bend on the next 220 yards of 15 feet—to 1 in 132. By referring to the plan will be seen the position of the start of the New Course. The running line is right-handed.

The start of the Swinley Course commences on a long steep fall to the 1¼ miles post of 45 feet—to 1 in 30, continuing on the fall to the mile distance another 15 feet. This practically shows a descent on the first half-mile of the New Course of 60 feet—to 1 in 41. Approaching the angle of the Old Mile a beautiful gallop presents itself, rising round the bend to the half-mile distance to a gradient of 14 feet, then takes a falling grade round a well-formed turn into the straight (given above). The ground on the cross section is very evenly formed all over the racing line, while the straight distance is one of the truest Courses we possess. I may mention that on the "Old Mile" the inside berth is 27½ yards less than the line in the middle of the Course; whereas the inside on the New Mile is 5½ yards more than the centre or outer line. On the Two Miles Course the inside, or rail, is 66 yards less than the centre. The T.Y.C. has no advantage whatsoever.

The respective Courses, with measurements as corrected in 1902:—

The Alexandra Plate	...	...	...	...	2 miles	6 furlongs	85 yards
The Cup	...	...	...	...	2 "	4 "	0 "
New Course	...	...	...	...	1 "	5 "	15 "
Swinley Course	...	...	...	...	1 "	4 "	0 "
Royal Hunt Cup	...	...	...	...	0 "	7 "	166 "
T.Y.C. ...	...	...	...	...	0 "	5 "	144 "
(Formerly 5 furlongs 136 yards).							
Old Mile	...	...	...	...	1 "	0 "	0 "
(Formerly 1 mile 15 yards.)							

* * * * *

Stabling and Hotel.—The Royal Hotel, adjoining the Course, has 150 beautiful loose boxes, but are exclusive for Newmarket horses. The trainers also have the exclusive right to the hotel during the race week.

Hotels.—Station Hotel, Sunningdale; White Hart and Castle, Windsor.

Secretaries.—Messrs. WEATHERBY AND SONS, Old Burlington Street, London.

Clerk of the Course.—Major R. A. CLEMENT, New Mile Cottage, Ascot, Berks. Messrs. CHRISTOPHER AND LETHEBY are the caterers for the meeting.



[Clarence Hailey, Newmarket.]

HIS MAJESTY'S STALLION "PERSIMMON" AT THE STUD.



HIS MAJESTY'S
ARRIVAL.

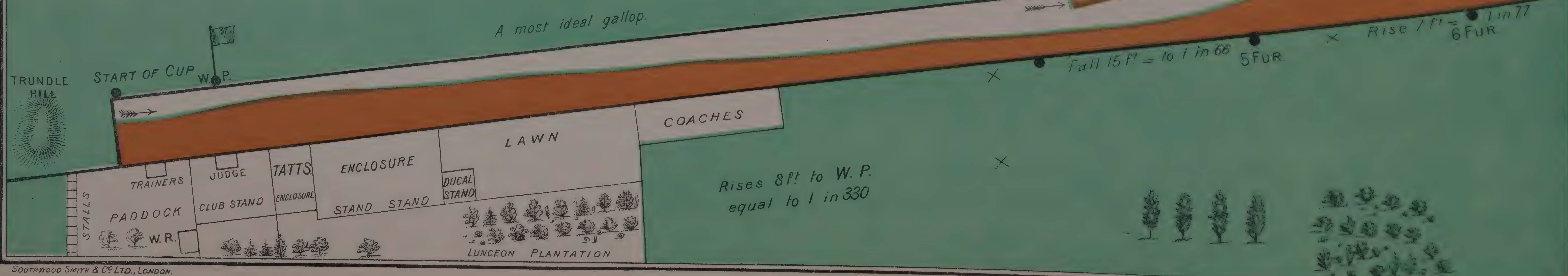


MR. LEOPOLD DE ROTHSCHILD AND "KUNTSLER,"
WINNER OF ROYAL HUNT CUP.



HOW THE CHRONOGRAPH IS UTILISED IN THE COLONIES.

CHARLTON DOWNS.





T would be difficult to imagine a more delightful situation for a race meeting than the health-giving eminence of the Charlton Downs, on which the races are held in Goodwood Park.

Nature, in its very kindest mood, never formed a more pleasant pastoral picture, standing as it does five hundred and fifty feet above sea level. Trundle Hill is one hundred and twenty feet higher, which is four hundred and ninety feet above the Ducal residence in the Park. All round is a perfect profusion of invigorating beauty, with an abounding wealth and variety of culture displayed in its loveliness; far more worthy to be designated the "Inimitable Landscape," as the heights of Richmond Hill have been described. In the distance is the grey glinting sea-scape of the English Channel, whilst all around is an expanse of the weald of wooded Sussex.

See Goodwood spreads her boldest beauty round,
The varied valley and the hilly ground,
Wildly majestic! Adorned with fashion's pride,
The lawn with grace and dignity supplied.
And what is all the gorgeousness intense,
Compared with Nature's rude magnificence.

With apologies to the memorable Gilbert White.

It tasked even Sidney Cooper to do full justice to its perspective, its landscape and its neighbouring verdancy, seen from the summit of the beech-grown hill. Truly and worthily is it paraphrased "Glorious Goodwood," coming as it does as a climax to the endless duties involved by a London season. Everything here is done *sans ceremonie*, and the *al fresco* luncheon parties in the avenue of tall spreading beeches may be described as excelling a colossal *Cafe Chantant*, or, *The Champeaux* in the *Place de la Bourse*, on a very large scale; while the entire place is open to all, to brush shoulders with Royalties (when present), Peers and Peeresses, Ambassadors, Ministers of State, administrators of the law, the leading lights of literature, science, and finance, all forgetting, *pro tem.*, their interest in Imperial state.

I verily believe Goodwood so fascinating as to be, possibly, capable of the conversion of Mr. Hawke and the Bishop of Hereford into becoming its devotees, for its

Goodwood Park Races.

features are characteristic of Nature's wondrous scenery that creates in one a latent inspiration, as "Nemours" and the "Forest of Fontainebleau" on the mind of Balzac.

* * * *

The Course—Geology and Section.

The construction of this course is singular, owing to its outline taking a left and right-handed direction in the races for the two and a-half miles (Cup Course), two miles, and one and a-half miles. The first meeting here was held in 1802; the first Goodwood Stakes in 1823; the Chesterfield Cup and Stewards' Cup in 1840. The under-soil is chalk of great depth; superficially, it is natural downland of a very excellent character; and, for racing purposes, it is unsurpassed by any other course in the United Kingdom in any kind of weather. In fact, to walk over it is a pleasure. It creates no exertion whatever, while its springy and sound character lifts your heel from it at a touch. There is a fascination in the experience of its exceptional nature. I know of no other course possessing such excellent and invariable going, notwithstanding that the turf is but a few inches in thickness above the underlying chalk. Salisbury, perhaps, is fairly its equal. But the palm must be assigned to Goodwood. Lord George Bentinck took an immeasurable interest in it, and had made several very essential alterations; so did the fifth Duke of Richmond. The present, the sixth duke, also added favourably to its arrangement by widening the course at parts. It would be a greater improvement still if the six-furlong posts (Stewards' Cup) were widened to some distance more adequate to the big fields that compete for this enviable trophy.

The running ground in extent is just about two miles. The width in the straight is thirty yards (varying at other parts), and practically level in its cross formation. The run-in is a little over half a mile on the seven furlongs. On all the other events it is about five and a-half furlongs.

The Cup Course (2½ miles) starts on the left-hand of the stand or winning post, running down hill for half a mile, turning left-handed round a curve, where

the ground rises on a furlong to about 17 feet, equal to 1 in 39, falling on the next quarter of a mile about 37 feet, equal to 1 in 36. The remaining contour of this course can be gathered from the one and a-half mile post.*

The Two Mile Course starts up hill and follows the line of the Cup Course past the mile and a-half post. It commences on a rise equal to 1 in 36.

The Mile and a-Half Course is the right-handed portion of the Cup Course, starting up hill just about the turn, with an awkward side depression at the turn: the start continues over a nice gallop on the incline for a quarter of a mile, where the land commences to fall to a gradient of 9 feet, rising again immediately after the seven furlong rather severely. On the next distance, which reaches the highest point of the course, there is a rise of 44 feet, equal to 1 in 30; averaging 15 feet on the first furlong, 13 feet on the next 350 yards, and 16 feet to the highest point. This commences the line of the turn for the straight, or run-in, of five and a-half furlongs; the fall being 9 feet to the five-furlong post. The remainder of this course takes the contour in the straight described in the six and five furlongs herewith.

The Mile and a-Quarter Course takes the same line as the New Mile. The first quarter of a mile is on very bumpy ground, with a side grade falling from the centre.

The New Mile Course.—The start of this is the very best part of the whole Course, because of its evenness in its cross section, giving no advantage to the draw, running over level ground for a furlong. At this point the land rises from 505 to 549, a gradient of 44 feet, falling round the turn into the straight to a gradient of 9 feet; the land round lying naturally and favourable to galloping. The line of running is on the top course, joining the straight between the six and five furlongs.

The Old Mile takes the line with the seven furlongs on the bottom course.

The Seven Furlongs takes a line over the Old Mile Course, viz., beginning on a rise of 12 feet for a furlong, then falls, and, on the next furlong and a-half, a more severe rise occurs on the bottom course, of 37 feet, equal to 1 in 27; falling 18 feet round a nicely graduated curve into the straight.

* The Cup Course, it must be borne in mind, is run over the reverse way of the course as far as the mile and a-half post, as is also the two mile race.

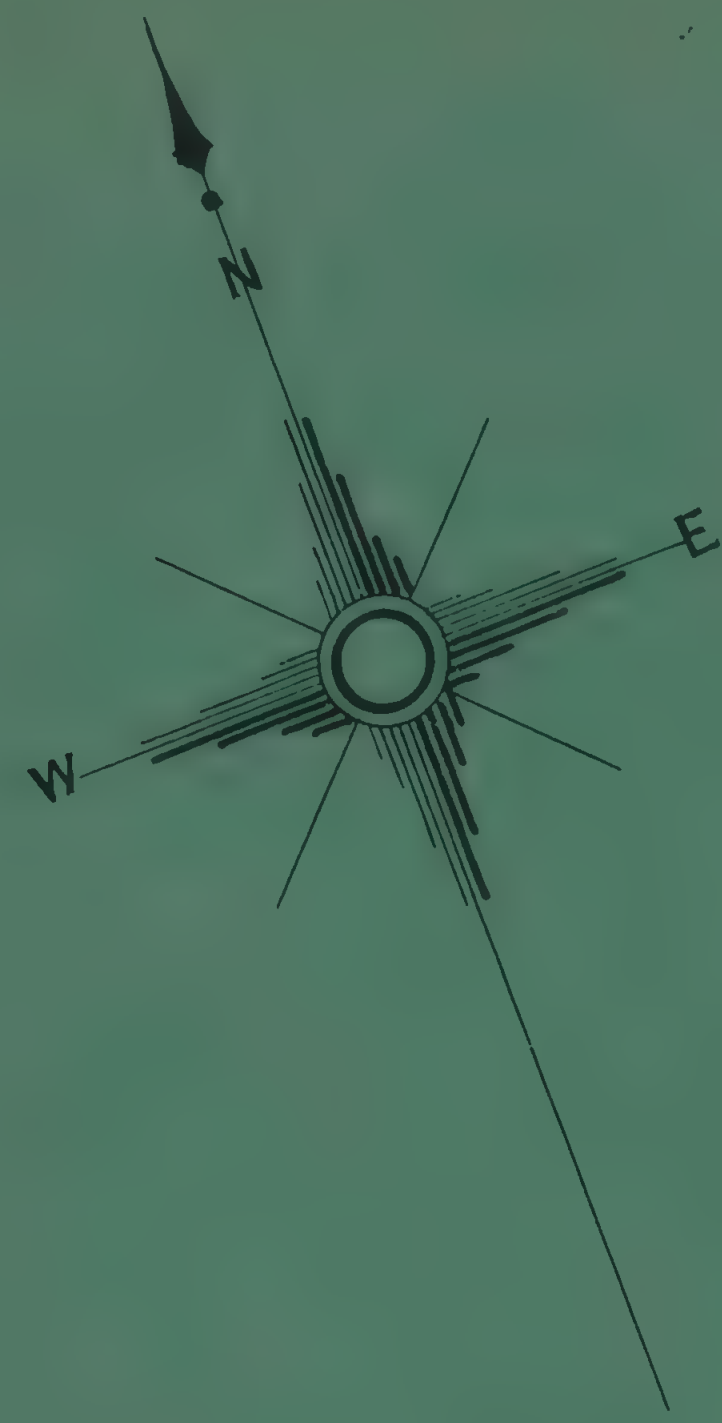
The Six and Five Furlongs.—The first named is invisible from the stand. It is the start of the T.Y.C., and the memorable Stewards' Cup. There is some advantage on the rail side, owing to the land being highest with a mean rising gradient of 7 feet to the five-furlong post. The last named is much more equal, although starting on the fall the ground lies well and very wide. The fall for about 150 yards of 15 feet is over level ground, the last half mile being very much on the collar. The ground is equal all over the straight in its cross formation, but rises continually to the winning-post from 525 to 533, a gradient of 8 feet, equal to 1 in 330, so beautifully graduated as to make it almost imperceptible. The last half mile of the five furlongs may be reckoned amongst the most trying courses which we have under Jockey Club Rules. At the winning-post the fall is slight for about two lengths. Altogether the gallop is everything that one could desire over all distances. The new mile and five furlongs have no advantage in the draw. But the mile and a-half and six furlongs are materially advantageous on the rail side. It is indisputably—as a test of stamina—one of the very best we own. It would be unwise to attempt to win a race here with non-stayers or animals that are not essentially fit and very judiciously trained.

It is to the Hon. W. F. J. Dundas (Clerk of the Course), Estate Office, Chichester, to whom I am indebted for his unreserved kindness in providing facts and particulars, which have enabled me to reproduce a reduced facsimile diagram of the entire course as it is at present used.

* * * * *

Stabling.—This one great essentiality on the course, at such an isolated position as the Charlton Downs, has been overlooked among the several improvements made here. There is no other Meeting where the want of this salient feature is more extremely felt. I would suggest the erection of 250 loose boxes, with house room for the lads, etc., near the course at a nominal fee—as an invaluable movement for the convenience of trainers, and to provide stabling more suitable for the reception of valuable animals than that which is only available at Singleton and Lavant, both about one and a-half miles from the course. Stabling, etc., obtainable at Singleton and Havant, also the Dolphin Hotel, Chichester, Sussex.

WINDSOR.



Good Gallop, very level!

STEEPLE COURSE

Water Jump

P. Fence

Ditch

2 MILES Hurdle

P. Fence

STALLS

BOXES

Paddock

CARRIAGES

W.P.

P. Fence

P. Fence

P. Fence

6 Fur.

5 Fur.

Good Gallop

Rises = 1 in 85

P. Fence

P. Fence

Level

Level

Ditch

P. Fence here.

2 MILES Streeple

P. Fence here

RING

TATTS

JUDGE

CLUB STAND

WEIGHING

ENCLOSURE

W. R.

Stabling
Clewes Mill.

NOTE—This course is a dead gallop
and very tiring.

← ONE MILE

Flat and HURDLE COURSE

1 1/2 MILES



HIS fixture is granted twelve days' racing by the Jockey Club and National Hunt Committees for flat, steeplechases, and hurdle-races. It is held on the Clewer Meads. As a matter of fact the race-course is on an island, running parallel with "Athens," a spot on the River Thames, near Dorney Common, made famous by the Eton boys for bathing purposes.

The course is about two miles from the Royal Borough of Windsor, twenty-one miles from London by the Great Western, and twenty-six by the South Western line.

The subsoil is composed of river alluvium, river gravel, with gravel in various parts to some extent. There is also an immense colony of the earthworm in this land, to which is due the fine depth of good surface soil and thick covering of herbage. In dry weather the going affords a good gallop, but very tiring. In bad weather it becomes rather deep, yet free. It is not at all tenacious in character, as is Kempton, even in the very wettest times. I have known this district, alike to the Molesey Hurst, during flood time, to be inundated for days, yet, when the water disappears, it quickly recovers its normal state. Happily, such destructive happenings are now of rare occurrence. No water, by flood or percolation, had been on either place for years, till 1903, when the June meeting was abandoned through flood.

Messrs. Frail have also wisely provided against drought, as the ground is liable to become hard during the summer, by the sinking of a well on the course, and, with the aid of one of Rose's very powerful fire engines, they are enabled to distribute, should any necessity arise, over the whole of the course water at the rate of 365 gallons per minute, through a length of hose half a mile long. Whenever horses break down at Windsor the cause is not attributable to the going, because it is capable of resisting the most severe frost; snow is its only enemy.

* * * * *

The Course.

The Flat Course is descriptive of the figure six, and, unlike every other English course, takes a running line, in races over one mile, both left and right-handed. The mile and seven furlongs are right-

The Windsor Meeting.

Flat, Steeplechases, and Hurdle-races.

handed, while the six and five furlongs are, but for a very slight curvature, almost straight. The very slight deviation does not affect positions in any way, as the course is a very true one indeed. The general gallop over the course, I should say, is very dead and tiring.

It is about 1 mile 5 furlongs from winning-post to winning-post, but the actual length of the course is $1\frac{1}{4}$ miles on the flat, with a width of 78 feet, and a run-in of six furlongs. The

long run-in compensates for the little ridge and furrow which occurs about the turn into the straight, where there is also the only acclivity on the course. The turn for the run-in is rather sharp. There is but little gradient anywhere, and it may be safely assumed as being an entirely flat course. On the straight it is as flat as a spirit-level, yet very true and regular on the cross section, a feature already mentioned as a very appreciable condition.

Comparable with this course are Gatwick, Birmingham, and perhaps Worcester, though the latter is left-handed, also Portsmouth Park. There are some useful handicaps of £500 and £300; other races are of £100 and upwards.

The Steeplechase Course has a striking resemblance to the figure eight, running left-handed the entire way of either two or three miles. The fences are built of birch to the order of the National Hunt Committee, and on a slight outward angle, and are very easy to jump. The fence at the ditch is built forward over the opening. I question if this idea is a prudent one, because when the fence is upright, as natural fences are, it acts as a better guide for horses to take-off properly. However bad the weather, the course is preferable to either Nottingham, Kempton, or Folkestone, or even Lingfield. The fences can be considered of the brush order. In the two miles steeplechase thirteen fences are jumped.

The Hurdle Course begins left-handed, up the reverse way of the course in the first mile, then takes a right-handed line in the last mile.

* * * * *

Stabling.—Mr. Stracey, The Mill, Clewer, close to the paddock.

Clerks of the Course.—Messrs. FRAIL BROTHERS, Maddox Street, London.

High Gosforth Park Meeting.



It would be no injustice to other racing quarters, nor would it be putting it at too high an estimate to speak of this excellent course, with its beautiful surroundings, as being a perfect model of how a race-course should be formed and outlined. Since this old-time fixture in 1882 was transferred from the old town-moor to its present venue, it has stood alone as the very finest example of a race-course in the United Kingdom. It may be safely regarded as such, because it is the truest in every part and every particular, both horizontally and vertically. There is not under the English rules of racing, a course to which has been devoted more perfect practical knowledge, care, and supervision in forming an equal raceable outline over its entire contour, by making it at every stage conformable with what a race-course should be—*i.e.*, built and levelled—so that the ground does not give advantage to one over another, however treated in the draw for places. I may add that Goodwood, Lewes, the July Course, Bath, and at times Salisbury, have by far the better going, due to their altitude and substrata of chalk; nevertheless Gosforth Park, even in very dry weather, is all that a trainer could desire. Moreover, the land round the turns on the Northumberland Plate Course is well regulated to a gradient of $1\frac{1}{4}$ inches to the foot, an inestimable feature in obviating the hazard of running-out when badly drawn. Not even at Castle Irwell are the turns so admirably arranged.

Gosforth Park possesses all the attributes of that which it now represents, a racecourse in a nobleman's park, and one of the few fair test-tracks we own. The surroundings are delightful, it goes without saying, for everything has evidently been made a special study, while the paddock is arranged with that essentiality which every paddock should have—*viz.*, a big circular tan track in order to keep the horses in a given place, and prevent the boys wandering broadcast among the people. Looking at the district in which this meeting takes place, and the manner in which it is conducted, it is an excellent example and pattern for others.

The Northumberland Plate was established on the town-moor in 1833.

The geology consists of boulder clay, overlying a carboniferous strata named Gannister beds—a hard and fine grained siliceous sandstone, but the surface soil is so well looked after, and dressed with great quantities of sea sand, etc., that its condition is faultless.

In support of the above statement I quote the words of Mr. Thomas Cannon, who, in a conversation, after riding *Enterprise* in 1887, said "that the course at Gosforth Park was the very best he had ever ridden over."

* * * *

The Course with Gradients.

It has an elevation of 215 feet above sea level. The circumference is $1\frac{3}{4}$ miles running left-handed, the average width is 88 feet, and very evenly formed, with a run-in of 780 yards. The highest point is the winning-post, and the lowest at the point of the $6\frac{1}{2}$ furlongs on the Round Course.

The Round Course has not been relaid. The contour may be clearly followed from the diagram. From the winning-post for $7\frac{1}{2}$ furlongs the ground falls to 43 feet, varying at intervals. About the six furlong-post commences an acclivity on 660 yards of 28 feet, equal to 1 in 71. There is no occasion to ease horses at the turns, as they are quite raceable. I repeat my words, and repeat them without prejudice, that, notwithstanding the severity of its contour, the excellence of the course's general conformation, places it as a racecourse—unequalled.

The Straight Mile, which has been entirely relaid, is on a rise to the winning-post of 29 feet, which equals 1 in 182. The only relief occurs at the start, and after leaving the five furlongs post for about 170 yards, where the ground falls slightly over this distance. The last half-mile is on a rise of 17 feet, equal to 1 in 155.

The Seven and Six Furlong Races are over an exceedingly nice gallop.

The Five Furlong Course commences with a slight tendency to fall, and does for a short distance, then running fairly level on to the intersection of the Round Course, the gradient being only equal to 1 in 944. From this point to 440 yards of the winning-post the rise is 5 feet, equal to 1 in 192. On the last 440 yards is a rise of 12 feet, equal to 1 in 110, rather severe intermediately. This describes the first quarter of a mile of the Northumberland Plate Course.

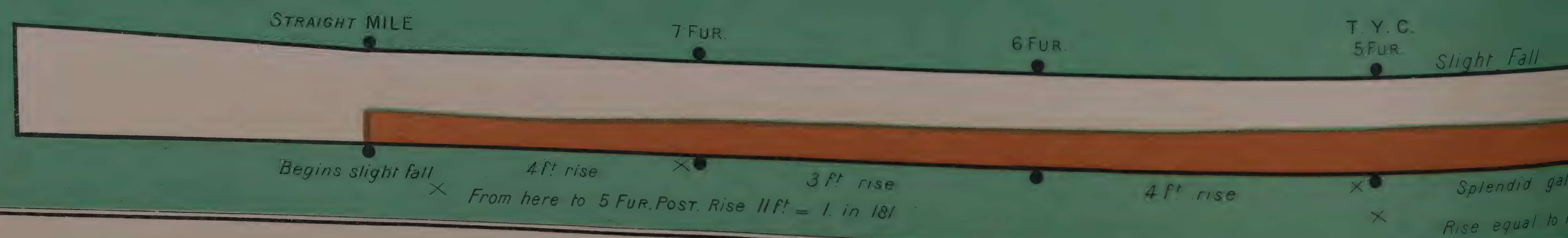
Stabling, etc., on the course for 160 horses, free of charge. The horse dock is at Killingworth Station, close to the Park gates, one mile down the course to stables.
Sec.—Mr. E. C. BRITTEN, Gosforth Park. *Clerk of Course.*—Mr. MILES I'ANSON.

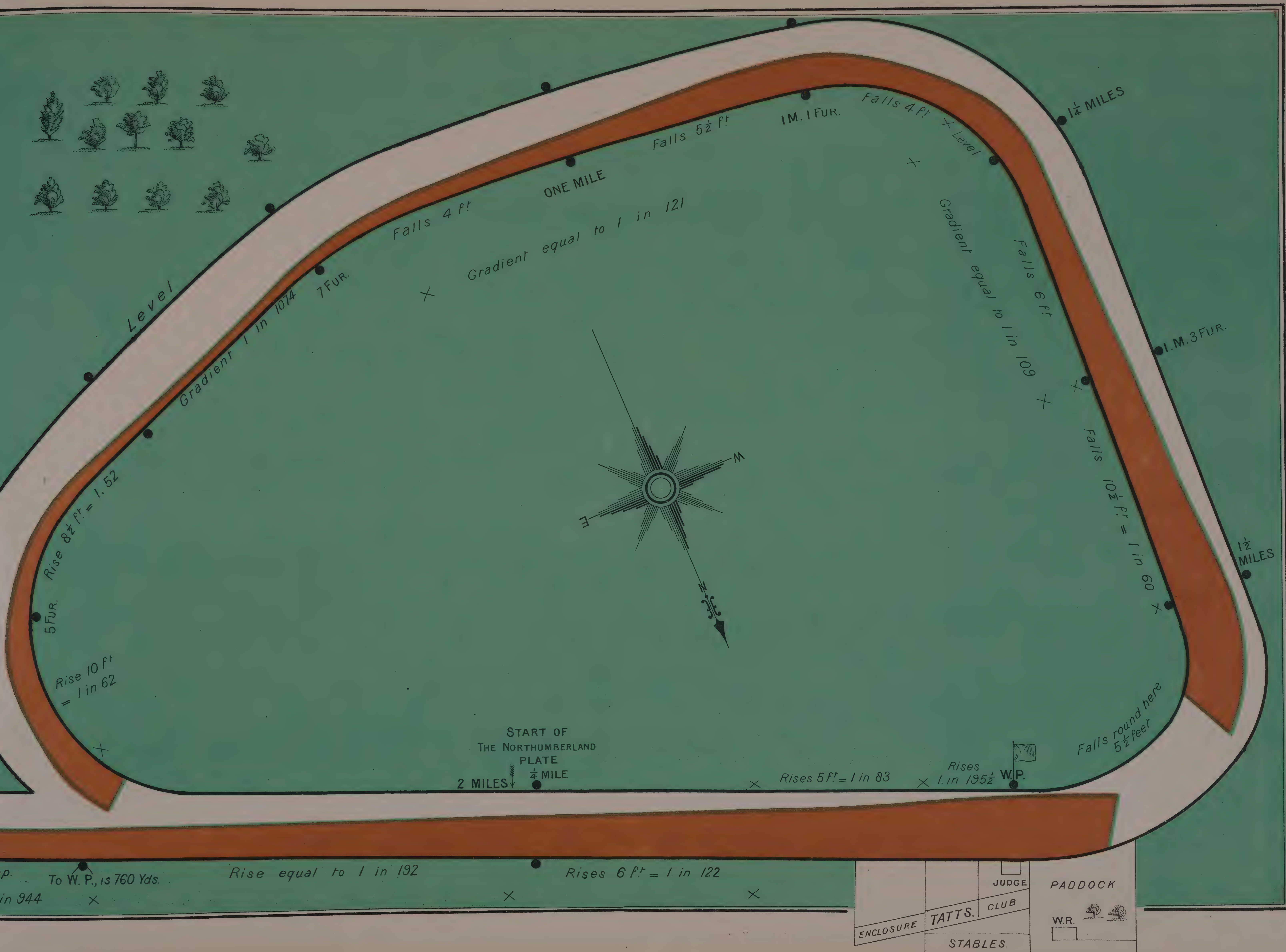
HIGH GOSFORTH PARK,

NEWCASTLE-ON-TYNE.

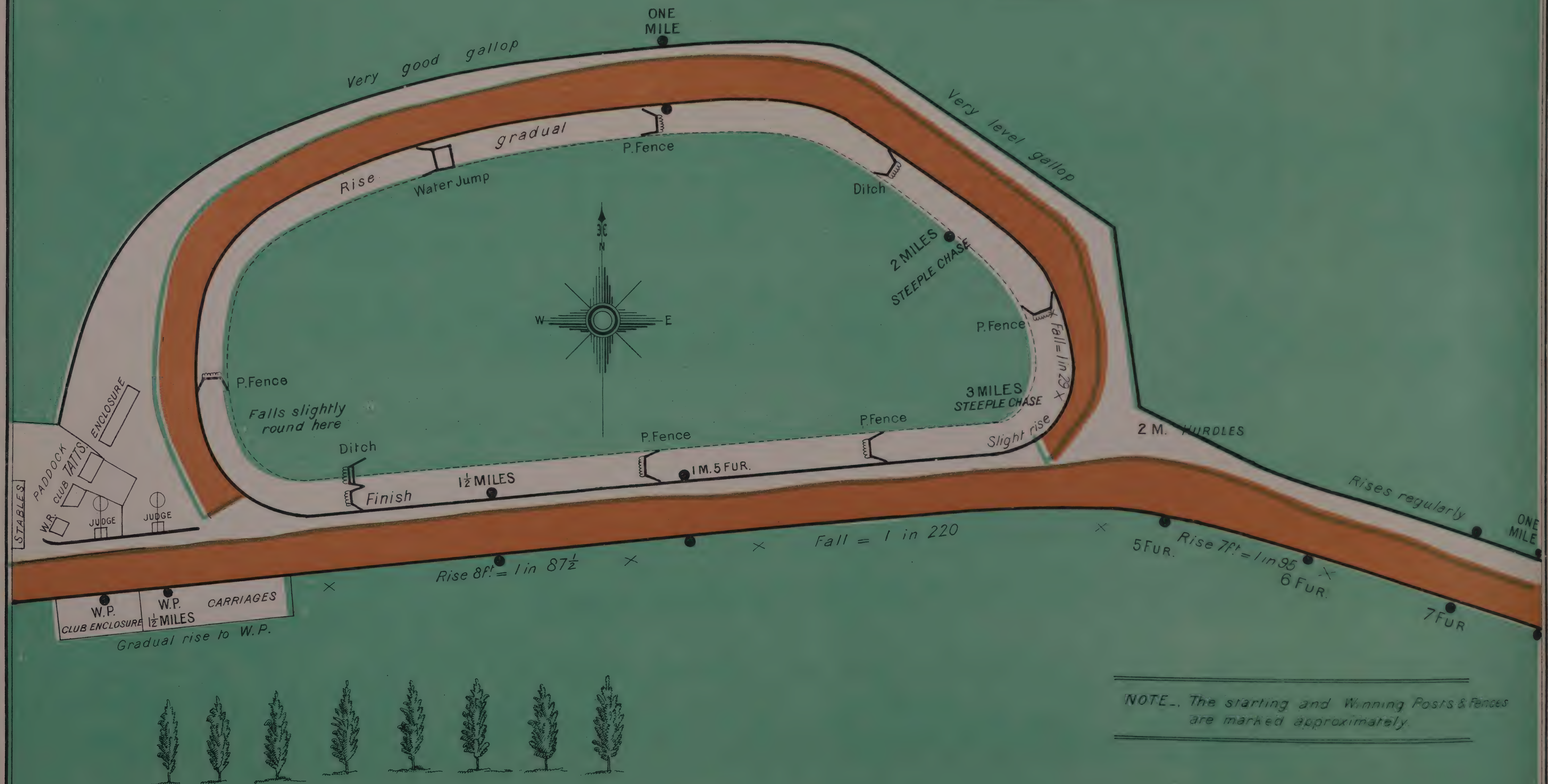


J. OSWALD & SON
Architects & Surveyors,
NEWCASTLE-ON-TYNE.





HURST PARK.





N Molesey Hurst, near Hampton Court in Surrey, these races take place, fifteen miles from London on the London and South Western line. The old Hampton Meeting was held on the same ground years back. It is now an enclosed meeting, where everything that ministers to the comfort of its patrons has been introduced and judiciously observed. The fixture is allotted eight meetings every year, divided into flat racing in the summer, and steeplechases and hurdle-races in the winter. There is a club attached, having a sort of bungalow premises close by on the River Thames, affording very pleasant summer quarters for its members.

The geology of the district is a very great depth of sand, shelly sand, and gravel, overlying a substrata of London clay. I have known, during the winter months, owing to the excessive rising of the river, these parts of the Thames valley to be entirely submerged for days together, yet it is astonishing how little it affects the turf, and what a trifling impression is caused by the inundation. This is due, no doubt, to its percolative under-soil reaching below the river bed, which never allows it to become waterlogged, nor the upper soil unstable. It possesses a good thick turf, though very susceptible to climate, for at times it has shown a more springy character than at others, under apparently the same condition of weather. The detective in two instances was the chronograph. The course is never holding; it may get a trifle deep, but that is small matter, as horses, however deeply they may go into it are always able to come out again without the strain of freeing their feet from the suction of the ground.

Referring to the particulars herewith, they have been collected with every care and personal observance from the many inspections made at various times and in variable elements; otherwise, I am afraid that this popular little fixture—had the details, etc., been dependent on the management—would have been omitted from this volume. It is one of the few places with which I have had any trouble whatsoever in obtaining a verification of details. One would have

The Hurst Park Meeting.

*Flat, Steeplechases,
and Hurdle-races.*

thought, where such personal interest was involved, that every help would have been ever ready and willingly placed at one's disposal. But no! both the subject and myself were treated by a Mr. Pickett (Mr. J. Davis's manager) in every way but courteously. However, I am able to give, without one iota of thanks to anybody, a true and impartial outline of the course at East Molesey.

* * * *

The Course with its Gradients.

The height above sea level is twenty-three feet. For races over seven furlongs on the round course the line is right-handed. The seven, six, and five furlongs are run left-handed. There is what is termed a straight mile. As a matter of fact, it almost resembles two sides of a triangle, and is about 38 yards short of the distance. However, perhaps it is as well that it is never used, though the distance could be regulated by taking the winning-post higher up—as at Lingfield. As it is, no part of the race can be viewed from the stand until the horses approach the five furlong post. But on the Round Course all races are in full view the whole way.

The One and a Half Miles formerly started on the turn in front of the stand, but it was not till 1902 that this was obviated, by bringing the winning post lower down by 45 yards, which affords a straight run from the start before the turn is reached. The land round this turn falls some three feet in a furlong, whilst the land also falls on the cross section considerably from the rail. The ground then takes a slight rise past the mile post. Considering the number of times this course is used, the condition of the ground at this point should certainly be remedied by raising it to a gradient transversely of $1\frac{1}{4}$ inch to the foot, which would not in any way interfere with the straight course.

The Mile Course takes a very slight up-hill grade round the top turn till within a few yards of the turn into the straight, where the land falls on 40 yards, equal to 1 in 39, rising slightly to the run-in, which is about $4\frac{1}{2}$ furlongs. On the **Straight Mile** there is a falling gradient equal to 1 in 220 on the first $2\frac{1}{2}$ furlongs.

The land then rises rather severely for a short distance about 8 feet, equal to 1 in $87\frac{1}{2}$, continuing on the rise to the winning-post.

The Seven and Six Furlongs.—Both these distances commence on a well formed piece of ground running very true until reaching the curve, or bend in the course, about the five furlong starting-post. The six furlongs begins on the fall to the road, then rises for a furlong about 7 feet, equal to 1 in 95. The remainder of this course is given below.

The Five Furlongs.—This line is within view of the stand from the "gate," I admit; yet there is no earthly reason to assign why this important distance should not be marked out perfectly straight with the winning-post, and give a much better and distinct view of the start from the rise of the "gate." It could be done by placing the machine seventeen paces nearer to the stand side of the ground.

This should most certainly be done to obviate the great advantage of the first few positions, which places those on the outside entirely out of court. I do not remember one single instance where horses drawn on the extreme outside have ever been bracketed as winners at Hurst Park.

The five furlongs begins on the fall, then runs over a very good stretch of easy undulatory going till two and a half furlongs from home, where the ground takes a rising grade for 250 yards, then rises rather severely to the intersection of the round course, continuing on the rise past the winning-post. The most

perplexing thing about the final stage is that, looking at the course from the stand, anyone would declare it to be downhill.

It is evident that the welfare of the sport alone is not uppermost in the minds of everybody, otherwise such remediable imperfections would not long remain such a detriment to contestants and fairness. The gallop altogether is very good indeed, especially from the $1\frac{1}{4}$ miles post, and along a beautiful stretch at the top end, while the "straight" would be a fairly true contour but for the irregularity at the start of the five furlongs.

The Steeplechase Course is formed on the inside of the flat course, and pronounced by those able to judge as a very good one. The fences are built of birch, and very upright. The ditches are cut to the extreme widths, with fence erected on a bank; the guard rail is also banked half way. The brook is nicely graduated on the landing side, but it is too close to the turn. It is not a course for poor jumpers.

* * * * *

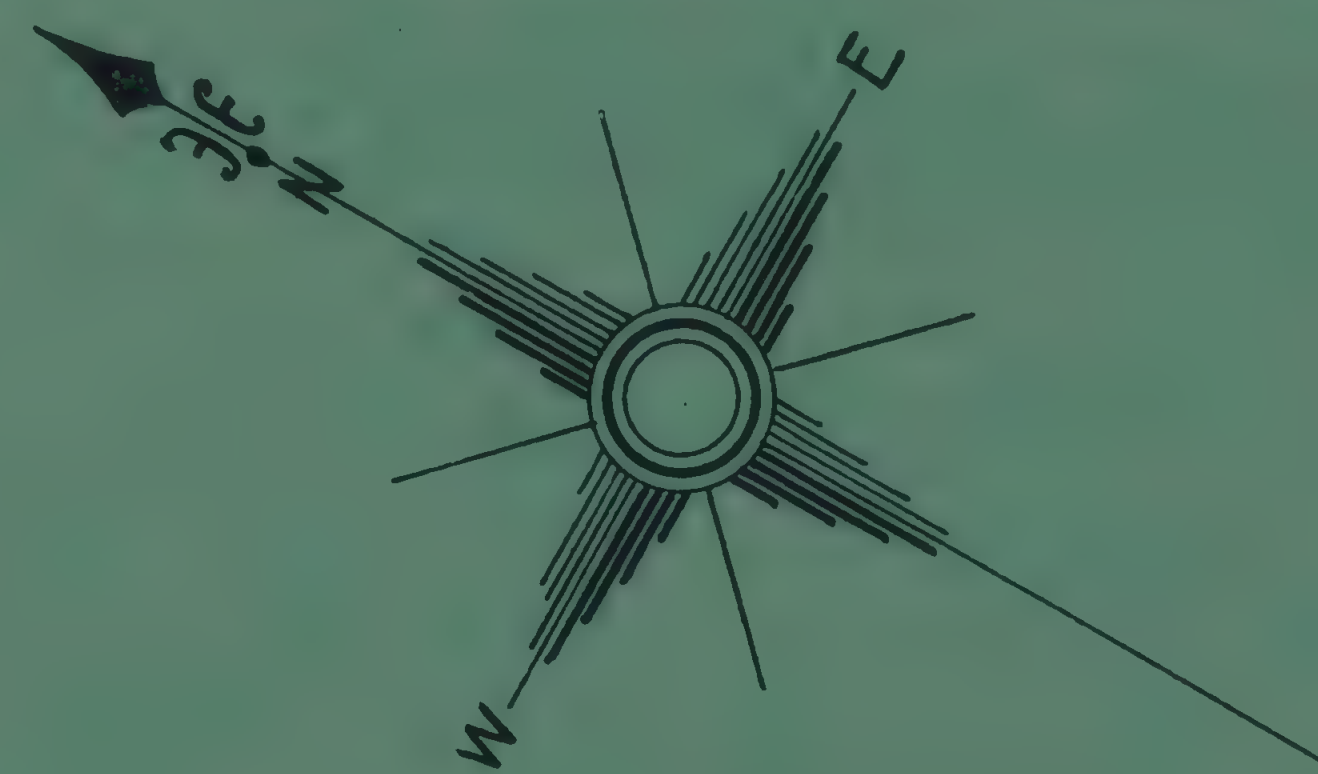
Stabling on the course for over 100 horses. The charge is 10s. each night, if for the day, 5s., including forage. On Bank Holidays the stables are free of charge. The lads are housed free of charge, but board themselves.

Club Secretary.—Mr. ARTHUR COVENTRY.

Clerk of the Course.—Mr. R. K. MAINWARING, 83, Piccadilly, London, and Newmarket, Cambs.



HOOTON PARK.



POLO GROUND

2½ MILES

P. Fence Fall = 1 in 180

Rise = 1 in 95

Ditch

Level

P. Fence Ditch
Fairly Level

P. Fence

2¼ MILES

Level

P. Fence

2 MILES

P. Fence

P. Fence

3 MILES

Water Jump

Fall = 1 in 144

W.P.

Rise = 1 in 216 to within short distance of W.P.

RING

TATTS. CLUB

JUDGE

LAWN

PADDOCK

STABLES

Hooton Hall



HOEVER the gentlemen were who conceived the idea of converting the beautiful swards in Hooton Park into a Club and racecourse I have not the faintest idea, but suffice it to say that a very splendid piece of prudence was displayed in the selection of the site, for there is no more charming spot on the broad acres of this country, or any place with better appointments for its purposes.

The Hall, a noble piece of pillared masonry, was built by the Stanleys of Hooton. The late Lady Cromer was the last of the race—in no way connected with Lord Derby's family, to whom I am indebted for the above note.

Later, Mr. R. C. Naylor bought the property, and lavished a fortune upon its interior. The lovely vista of marble pillars, which help to decorate the lengthy picture gallery, is now transformed into a dining hall. The beautifully painted windowed chapel is defiled by an act almost sacrilegious, and converted into a bicycle shed. By the way, *Macaroni*, the famous Derby winner, was trained here.

The geology consists of pebble beds of the Bunter series, the elevation being 100 feet above sea level. These beds are a hard reddish brown sandstone, and quartzite pebbles, with a calcareous breccia base running to 1,000 feet. Bunter was a name given by Mr. Sedgwick to red sandstone overlying magnesian limestone.

There are four meetings during the year—two have two days each, the others only one day and all three are available for steeplechasing and hurdle racing only. I take this opportunity of advancing the advocacy of a flat-racing fixture in favour of Hooton Park, because, with just some small alteration in the course, it struck me most forcibly on my first visit what an admirable outline could be secured to meet the exigencies of modern requirements on land especially adaptable for racing purposes. The surroundings have been judiciously thought-out and arranged fit for the reception of The King. In fact, it is impossible to speak too highly of what is, in every sense of the word, a place far more deserving to stand with our leading flat-racing meetings than many I could mention; and now

Hooton Park and Wirral Meeting.

Steeplechases and Hurdle-races.

that the sport has become such a passion for all creeds and classes, there is no plausible reason why Hooton Park should not enjoy that official recognition accorded to places less adaptable in regard to the date for a flat-racing fixture. However, time and the untiring efforts of Mr. Dawkins and Mr. W. S. Gladstone may bring about this favourable allotment in the calendar.

The Course is left-handed, one mile and three-quarters in circumference. It is all old ground on a sandy subsoil, which ensures good going at all times. In conformation it is undulatory, with a rise on the run-in almost to the winning-post about $3\frac{1}{2}$ furlongs. The width is 60 feet. It is wonderfully well shaped considering its circuitous outline; the sharp turns are quite gallopable, the corners being well curved, while the land falls to the rails, as it should do on every turn.

There is a rise on the far side to the left-hand turn, where the land falls on to the curve for the home line. Taking the course in its entirety, as it now stands, it is a very good one, allowing that some of the fences are a trifle awkward on the taking-off side, yet easy and built up to regulation conditions.

The interesting stakes include two conditional selling races of £1,000 each, one for steeplechase, and one for hurdle race. The course could be made infinitely superior to either Yarmouth, Northampton, and Harpenden as regards the flat-racing requirements.

It is nine miles from Liverpool, and eight miles from Chester on Great Western and London and North Western joint lines. Chester is much the better place to put up. The course is $1\frac{1}{2}$ miles from Hooton Station.

Stabling on the course in connection with Hooton Hall, including forage, free of charge. Lads are accommodated at a small fee. Apply to Mr. Carruthers, Hooton Hall, and Station Hotel, Hooton, Cheshire.

* * * * *

Secretary.—Mr. CARRUTHERS, Hooton Hall.

Clerk of the Course.—Mr. W. S. GLADSTONE, Aintree, Liverpool.

The Doncaster Meeting.

*Flat, Steeplechases,
and Hurdle-races.*



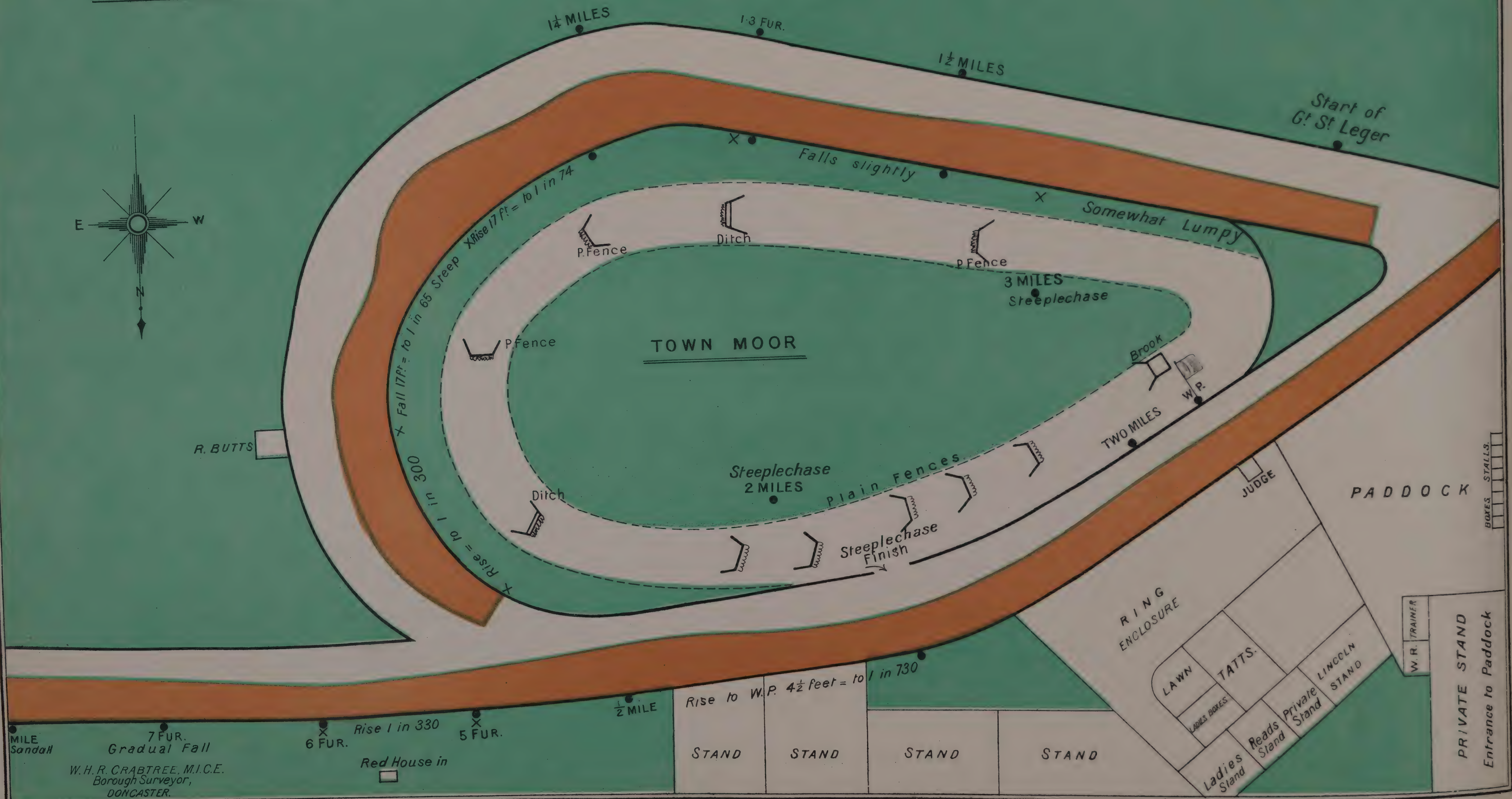
RACES on the old town moor of Doncaster, even to the present day, as in the time of yore, are an especial feature in the annals of British sport, unexcelled, if equalled, either in a sporting or social point of view, by the Royal favours which are annually bestowed upon the meeting and the general representative assembly from the blue book of united Yorkshire. It would be quite safe to say that on the great St. Leger day every family in the Peerage of England, Ireland, and Scotland has some lineal representative on the Town Moor. You may compare it with Ascot socially—you may regard the multitude which congregate on the Epsom Downs—but I feel certain, that were an actual census taken of the three places, Doncaster would be found to hold its own with Royal Ascot, and to take precedence both from a sporting and a social aspect, of any other race meeting in the United Kingdom. It is really amazing how admirably the enormous concourse of humanity is controlled, and the excessive vehicular traffic regulated. This is more particularly noticeable in the case of the railway traffic which, congested as it, of course, is bound to be at such a time beyond—as it would appear to ordinary mortals—all possibility of control, is nevertheless regulated by a system which seems to work with clock-like accuracy, and which brings thousands of racegoers, sightseers and pleasure-seekers into the old town without hitch, accident, or undue unpunctuality. The simplicity with which, to all appearance, this conveyance of enormous masses of human beings from every point of the compass to one comparatively minute centre of disembarkation is effected, is nothing short of marvellous, and causes one to wonder whether those days of miracles when a comparatively scanty crowd of 5,000 persons was dealt with, are indeed gone for ever, but are not rather improved upon and brought up to this present date of universal improvement by all the arts, sciences, inventions and contrivings of mortal man working under the all-seeing superintendence of a Divine Providence which gave us the earlier miracles as an example which we are intended not only to imitate

and follow, but also to develop and adapt to the requirements of succeeding generations. Be that as it may, in this management of a plethoric traffic we see the most striking evidence of what a thoroughly organised system, worked out in all its minutest details with the maximum of precision and precaution, can accomplish. Too much praise cannot be given to the Great Northern, Midland, Great Central, Lancashire and Yorkshire, Great Eastern, and

North Eastern Railway Companies for the splendid service of trains which they supply, and the mode in which such service is handled in the conveyance of this vast multitude. It is not by any means too much to say that these companies very largely contribute to the comfort and pleasure of those for whom they cater, and that they have it in their power to make or mar such comfort and pleasure by the excellence or slovenliness (as the case may be) with which they perform their part of the day's work, goes *sans dire*. To the fact that they accomplish their task with irreproachable excellence testimony can be borne by all who avail themselves of their services from the greatest sport-loving Sovereign in the world to his subjects of all sorts and conditions, not forgetting at such a moment, and when discussing such a subject as the Doncaster September race week, that ardent admirer of the thoroughbred and of everything connected with him, and with racing and sport of every description—our enthusiastic Northern fellow countryman—the Tyke.

To dive too deeply into the history of the West Riding of Yorkshire would not altogether fit in with the space at my disposal in these pages. Nevertheless, I deem it to be interesting to repeat as recorded by chroniclers, some ancient note as concern the old town of Doncaster. It was known as the Danum of Antoninus, and was a Roman station, and was called by the Saxons Dona Ceastre, from which its present name has been obviously derived. In the year 1781 a Votive Altar was excavated, which I believe is used to the present day as a baptismal font. It was to the Saxons a Royal vill, and also the residence of the Kings of Northumbria. Camden tells us that, in the year 750, the town was completely destroyed by lightning.

DONCASTER.



W.H.R. CRABTREE, M.I.C.E.
Borough Surveyor,
DONCASTER.

During the Middle Ages the Earl of Manchester made Doncaster his headquarters, while besieging the Royal garrison at Pontefract.

Dr. Miller is recorded to say: "From the beauty of the town, the goodness of the roads, and the salubrity of the AIR, Doncaster may vie with any town in the kingdom.* If I may make a remark, I hardly think that that view is altogether in keeping with the objectionable odours with which the atmosphere is impregnated during race week. Nether Hall was once the residence of the famous Copley family, of whom Thomas Copley was known as the "Mæcenas of Doncaster."

The steeplechases date back to an early period—first at Gaterly, Acombe Moor, Hamilton Hills, etc. The earliest note is in 1703, when the corporation noted that the Mayor should subscribe four guineas a year, for seven years, towards a plate to be run on Doncaster Course. In 1777 the course was much improved, and the stone stands were put up. In 1776 was founded the St. Leger, and won by the Marquis of Rockingham's *Sampson*. The betting-room of Ionic order was built in 1826; the new club-room was erected in 1841, but during the eighties both were abolished.

In the year 1803 there were only three days. His Majesty's Plate was removed from Burford (the Bibury of the day) to Doncaster this year, and another day was added, making four days. About the year 1825 there were five days' racing, and it was here in 1776 that King George III. instituted classic events.

The geology consists of river alluvium (see under geological chapter). There is a lot of gravel and loam in the subsoil, but the lower stratum is ironstone and limestone and new red sandstone. The going is sound, springy, and naturally formed; very small portion is made ground. Water does not affect the going very much. The surface is well mantled with trefoil and heather.

* * * * *

The Course with its Gradients.

It is but 40 feet above sea level. The entire length round the course is 1 mile 7 furlongs 92 yards. The run-in is a very short one indeed, owing to the curvature on the last $3\frac{1}{2}$ furlongs.

The width at the Sandal Mile is 120 feet, the other part is about 100 feet wide.

The measurements of distances are exact to the conditions under which they are named. The line of running is left-handed.

At the start of the great St. Leger the ground is very lumpy; in fact, the rail side jumps out of a small hollow, but there is no side depression. On this distance a rather abrupt hill is encountered on the far side, beginning on the bend, and rises to over 17 feet, equal to 1 in 74. The length of the hill is 417 yards. In the next 366 yards the ground falls exactly to 17 feet, but the distance or length of the fall is 50 yards less, which is equal to a declivity of 1 in 65. On to the "rifle butts" the land falls gradually another 18 inches. This is a very nice piece of ground, and very level.

The Sandal Mile.—Most people query the distance of this mile, but they may rest satisfied that it measures 1,760 yards. It is an exceptionally good and true start. There is very little fault to find with any portion of this gallop, excepting the unseemly outline, and the hollow in the ground near the rail on the last 440 yards, which is about the point of the run-in. It is hardly perhaps believable, yet from the start of the Sandal Mile to the winning-post is an easy and gradual incline of 8 feet, equal to 1 in 660, on which are the seven, six, R.H. in, and five furlongs. From the "rifle butts" to the run-in is a rise of 2 feet, equal to 1 in 300.

The Steeplechase Course is run on the inside of the flat course, which is used as an exercise ground for the morning work during the races. The fences are very simple, as it is an improvised country.

REMARKS.—Considering the enormous revenue that must be forthcoming from these races, I submit, in the first place, that the Sandal Mile and the other courses thereon should be made perfectly straight, because on such an important track as Doncaster the outline of running cannot possibly be too true. Secondly, the ground should undergo a permanent and experienced supervision.

His Majesty's horse *Lucknow* (Tod Sloan) would never have beaten *Eager* (Morny Cannon) in the Portland Plate of 1900 but for the favourable curves in the course to the inside position; while the general access to the numerous private stands are so far quite inadequate to the demands of the present ambitious age.

Stabling obtained in the town.

Clerk of the Course.—MR. MILES I'ANSON, Malton, Yorks.

MESSRS. CHRISTOPHER AND LETHEBY are the caterers for the meeting.

* Miller's "History of Doncaster," page 139.

"Let Spain or Italy their climate boast,
Britain shall ceaseless be our ardent toast,
Of hoary York, that early throne of state,
Where polished Romans sat in high debate."



ACCORDING to Camden and Pennant, as early as the year 1590 there were races in heats for a golden bell at the Forest of Galtres, whence the aphorism "To bear the bell." Drake mentions in 1607 a horse-race from Marygate to Skeldergate postern, and, no doubt, *ante* this period the Romans enjoyed the diversion of racing at York. The meeting which probably led to the present one took place in 1709 at Clifton Ings. In 1713 the King's Gold Cup was instituted, and in the year 1731 the races were located on the Knavesmire, on which the stand was built in 1754.* The wall round the city, built by Severus A.D. 212, is eighty miles in length. In 1842 the management was reconstituted by a committee formed from the local gentry. Lord Lonsdale won the very first event with a horse called *Monkey*.

In the year 1804 that extraordinary sportswoman, Mrs. Thornton, rode her husband's horse *Vingarilla* against a Mr. Flint for £1,000 a side. Again, in 1805, it is recorded how the same lady took part in two other matches against the memorable Frank Buckle. But the match of all time was between Lord Eglinton's *Voltigeur* and Lord Zetland's *Flying Dutchman* here in 1851, when the first named vanquished the famous and redoubtable son of *Bay Middleton* amidst a scene of the intensest excitement. However, the following spring, the issue was re-fought, when "The Dutchman" retrieved his lost laurels, after a stride-against-stride struggle, by a length victory.

I suppose the smallest racehorse, with the most remarkable constitution and record that was ever foaled, was sired by *Cripple* in 1760. This was *Gimcrack*, whose memory is made immortal by the Gimcrack Club and Gimcrack Stakes. This colt was only fourteen hands high, and never ran until four years old. He then continued a most remarkable career till 1871. He was also known to accomplish in France 22½ miles within the hour.

From London the Great Northern Railway is the most direct route. The Midland, *viâ* Sheffield, and the Great Central also run a service.

The under-soil is river alluvium, consisting of sand, gravel, loam, clay, and

* Allen's "History of York," Vol. I., p. 425.

The York Meeting.

peat. The first three furlongs of the Sandal Mile is all sand and gravel. The entire course is enclosed with a stratum of pure gravel.

* * * *

The Course

Is situated on the Knavesmire, 50 feet above sea level, and about 1¼

miles from the railway termini. The entire distance round is two miles. The width varies from 66 to 80 feet. The six and five furlongs are perfectly straight. The line of running is left-handed, over a very excellent turf, affording good going even under very wet conditions. It is a fairly true outline altogether, as it is very level transversely. The run-in is 550 yards. The gradients are so slight that the course may be considered flat.

The Two Miles Course starts rather unevenly on the rise the first 440 yards.

The One Mile and Three-Quarters, also on the rise round a slight bend, with a straight gallop to the 1½ miles post.

The Mile Race is on a very even piece of going, 80 feet wide, swinging round a nice curve of 154 yards, which intersects the run-in.

The Six Furlongs is on the fall for 150 yards.

The Five Furlongs, T.Y.C., starts on a slight rise for a short way. The remainder of this distance is quite flat, and very true on its cross section.

All the distances are measured in agreement with the respective races.

Although the Knavesmire is common land, the Executive are privileged to exercise the expedient of preserving the running portion of the course from common usage or cattle grazing, in order to condition it for racing purposes. It is certainly most ably looked after and well manured with sand, peat moss, and soil, which have furnished it with a splendid mantle of herbage. The Gimcrack Stakes and Ebor Handicap are institutions among the *élite* of Yorkshire, who entertain largely at the August meeting.

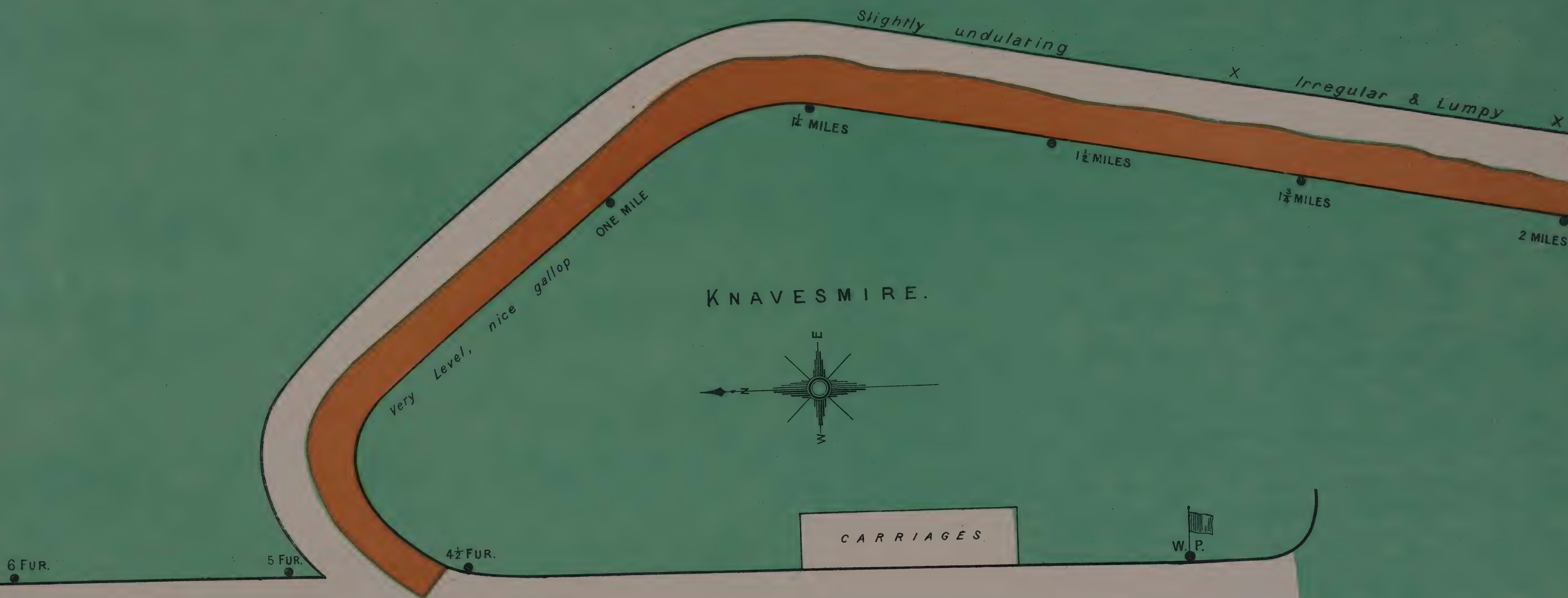
* * * *

Stabling at Dringhouses village for 90 horses, half a mile from the paddock, also at Middlethorpe, close to the course.

Manager.—Colonel G. A. EASON WILKINSON, Dringhouses. *Secretary*.—JOHN TEESDALE, 6, Lendal, York. *Clerk of the Course*.—Mr. MILES P'ANSON, Malton, Yorks.

YORK.

DRINGHOUSES STABLES



6 FUR.

5 FUR.

4½ FUR.

CARRIAGES

W.P.

Fall = to 1 in 120 X

FLAT

X

STAND

Easy Going

X

TATTS

FLAT

JUDGE

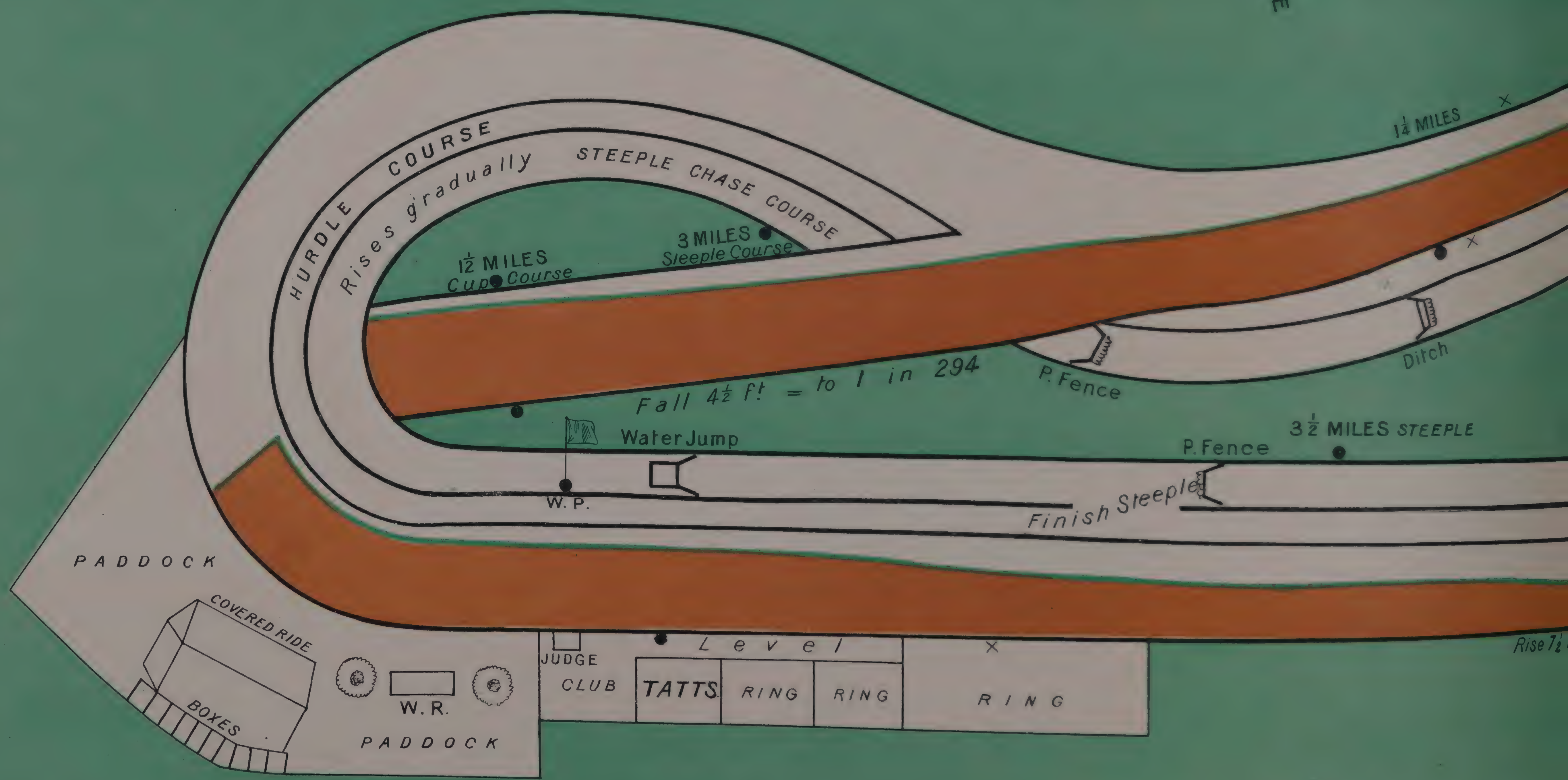
PADDOCK

W.R.

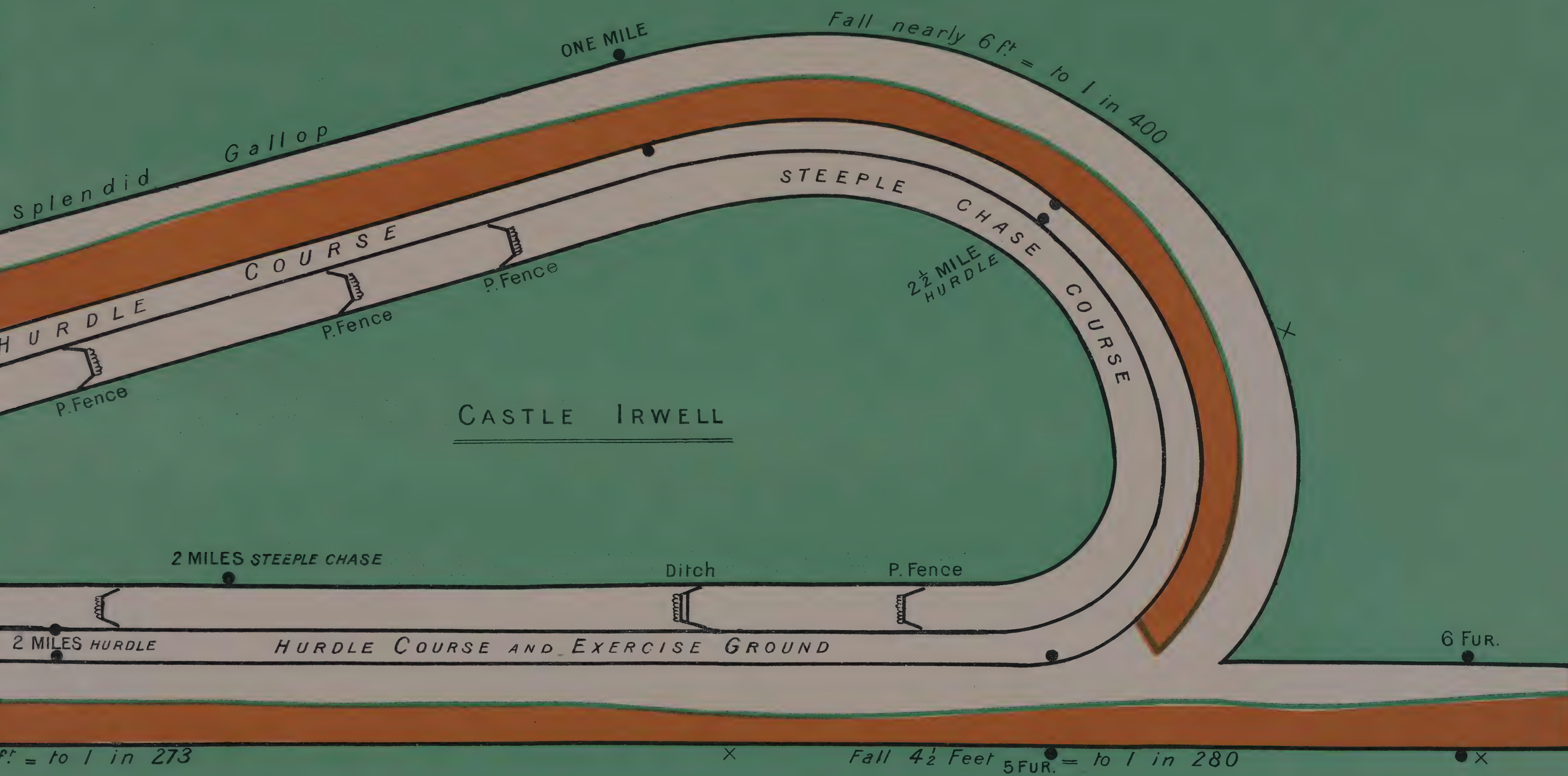
STALLS

JOHN TEESDALE,
LENDAL.
YORK.

NEW MA



MANCHESTER MEETING.



STABLES



JOSHUA BURY
Surveyor,
MANCHESTER.



HORSE RACING was established near Manchester at Barlow Moor in 1698, and on Kersal Moor in 1730. It was discontinued between 1745 and 1750, and renewed in the year 1760, and has continued ever since 1846. In the spring of 1902 took place the inaugural meeting at the above enclosed ground, a transition replacing the abandonment of the Manchester races at New Barns. The Manchester Cup was established 1834. There were doubts at the time as to whether the most energetic of executives would be able to produce, in this district, a course more favourable to racing than the quagmire of rotten soil that existed at New Barns. This they have, in a measure, so far achieved; for in the autumn of the same year, when "Morny" Cannon piloted the late Colonel McCalmont's beautiful son of *St. Simon* (*St. Maclou*) to an easy victory with 9 st. 4 lb., such splendid going at Manchester was an unknown quantity. The actual outlay to complete this new undertaking amounted to £200,000.

Having walked over the course during construction, and after the proceedings on each of the four days, I venture this opinion, that whenever the proverbial elements of Lancashire prevail to any extent, the course at Castle Irwell may become deep and holding, irrespective of the ground being perfectly and scientifically drained with agricultural field pipes, and a natural drainage subsoil of gravel to a depth of four feet. Yet, when this new ground, in the course of time, gets well bound, and the surface properly set, a good deal of this trouble will be removed. But, writing with an impartial and reserved view, I say, and say unhesitatingly, that in dry weather, provided, of course, that the measures hitherto adopted are not resorted to, viz., of covering the surface and completely choking the ground with hay, solely to obviate any postponement arising in the event of frost—a stupid process, which deprives the land of Nature's tonic, "air," the best attribute to perfect going—the New Manchester Course will be all that a trainer could desire.

Everything has been done to make it a model race-course, which, in so far as the stands are concerned, has been accomplished. The course must be left to the

New Manchester Course (Castle Irwell).

*Flat, Steeplechases,
and Hurdle-races.*

elements for the present. With reference to the business departments, one finds much waste of space. I mention this matter because I submit that the professional element of racing should have the first consideration. All the vacant space around the weighing-room should have been utilised by placing the loose boxes and saddling stalls in closer proximity to the weighing-room; trainers with a heavy saddle have too far to go to reach

their horses. This is a bad fault, and could have been easily avoided.

The public are not allowed on any part of the course. The morning exercise is done on the hurdle course, and strictly prohibited on the flat one. The three courses are well marked out by a perfect rail standing about 4 feet high, and quite smooth, there being no projections to cause injury to horses' shoulders, or jockeys' legs by rubbing against it. It is the best race-course guard-rail yet introduced.

A writer, in an illustrated weekly (January 17th, 1903), said: "Manchester, since they usually adopt admirable measures of precaution, had even to abandon their January fixture." These "admirable measures" were choking the soil with hay. But Messrs. Davies, exercising more prudence, allowed the frost to get into the ground. Although this good policy caused the abandonment of the January meeting, it was a step which speaks volumes for the future condition of the going at Castle Irwell. Remarks such as the above show want of knowledge, and a weakness for the decorative and stock sentences, instead of the direction of ideas to the very sinews of racing. Then the article goes on to say that a reporter described the conditions as "meteorological inclemency, and if such phrases could be shaken out of a sack every sportsman would be glad to hold the mouth of it, so as to make an improvement in his own personal eloquence." All I ask is, Could anything be more pedantic or un-English? And from a man of repute it is utter rot.

The geology consists of pebble beds of new red marl and sandstone, with a gravel drift to a depth of four or five feet, overlying alluvium and Boulder clay. The River Irwell encircles the course.

The Course and Gradients.

The facts herewith detailed have been dictated by the official surveyor, Mr. Joshua Bury, of Manchester, and corroborated by Messrs. Elliott Brothers' improved surveying aneroid. The highest point is 104 above the ordnance datum; the lowest 94 at the point of the $1\frac{1}{2}$ miles starting post. Its normal height above river level is 15 feet. It occupies 122 acres. The circumference of the outline is $1\frac{3}{4}$ miles, running right-handed. The width at the start of the Cup is 120 feet, on the far side 75 feet, and on the straight 90 feet, with a run-in of five furlongs. On its cross section it is perfectly true, and the turns are raised to a gradient of 4 feet 4 inches, equal to $\frac{11}{16}$ to the foot; and had this been continued round the turn into the run-in, there would have been no ground for complaint; as it is, the land is too flat at this point, and running wide is unavoidable.

This course and that at New Phoenix Park are identical in outline, but the Irish track possesses better soil for racing purposes.

The One and a Half Miles falls over the first 440 yards, equal to 1 in 294, or $4\frac{1}{2}$ feet, continuing on an imperceptible fall of 3 feet to the mile post, where the ground rises to 3 feet to the centre of the turn, falling again 3 feet round into the straight. The run-in will be realised from the subjoined.

The Six and Five Furlongs.—Between these two posts is a fall of about 3 feet, and another slight decline of $4\frac{1}{2}$ feet, making a declivity of $7\frac{1}{2}$ feet on the first 420 yards of the straight course, equal to 1 in 280. On the last half mile the rise is 8 feet, equal to 1 in 273. The last 220 yards may be considered flat. It is a very true course indeed in conformation, and wonderfully well adapted to the valuable stakes assigned to the races over these distances.

The Steeplechase Course is 2,875 $\frac{1}{3}$ yards round, and 20 yards wide, finishing from the last fence on the hurdle course. There are nineteen fences to jump in the three miles. The fences are very easy and built of birch, slightly away from the taking-off side. The ditches are deep, with guard-rail banked half way; the brook, opposite the stand, regulation size. **The Hurdle Course** is 2,998 $\frac{1}{2}$ yards.

The measurement round the curve on the rails, and at a distance of 4 yards from them on the flat, hurdle, and steeplechase courses, at Castle Irwell, are: Flat

course on the rails measures 508 yards; and 4 yards from rails, 521 $\frac{2}{3}$ yards. Hurdle course on the rails covers 440 yards; and 4 yards from rails, 453 $\frac{2}{3}$ yards. Steeplechase course on the rails is 372 yards; and 4 yards from rails, 385 $\frac{2}{3}$ yards.

The Midland, L. & N. W., G. N., and G. Central lines have a good service of trains from the South, and the L. and Y. provide for the north. The last-named have erected a horse dock at Brindle Heath Station, 800 yards from stables. The Midland and G. C. have running powers to this station. The nearest station is Pendleton, a quarter of a mile from stables.

NOTE.—The five furlongs at Goodwood possesses the same gradient in the last half mile—viz., 8 feet—but the fall at the five furlong start is 15 feet, against 1 $\frac{1}{2}$ feet here, while the going, of course, is infinitely superior at Goodwood. Still, the courses are comparable in a racing point of view.

MEM.—It is a recognised fact that the rail gives a big advantage to the animal racing nearest to it, but how great this advantage may be is by no means a matter of common knowledge. I have made some calculations (which, I submit, are approximately correct) to show the disadvantages of certain positions on courses of one mile where a turn of a quarter of a mile occurs on the gallop. Where the segments of these circles are of small lengths the difference in the distances covered is directly in proportion to the different radii of the circles. As a circle bears a certain ratio to its diameter, that is 1 foot in diameter is 3.14159, or as Archimedes put it, diameter 7 to 22 circumference. The measurement is made over the centre of the course, which is 549 yards (the width of the course being 25 yards), therefore the horse nearest the rails is covering 41 yards less than a horse taking a line in the centre of the course, and 13 $\frac{2}{3}$ yards less than horses running on a line 4 yards from the rails.

* * * * *

Stabling on the course for 252 horses, with forage and accommodation for lads in charge free of charge.

Hotels.—The New Midland Hotel.

Secretaries.—Messrs. DAVIS AND SONS, Brown Street, Manchester.

Clerks of the Course.—Messrs. FRAIL BROTHERS, Maddox Street, London.



Messrs. Manning, Architects, Newmarket.]

CLUB AND TATTERSALL'S STANDS, NEW MANCHESTER, 1902.



COVERED RIDE AT CASTLE IRWELL.



BIRD'S-EYE VIEW—COURSE AT CASTLE IRWELL.

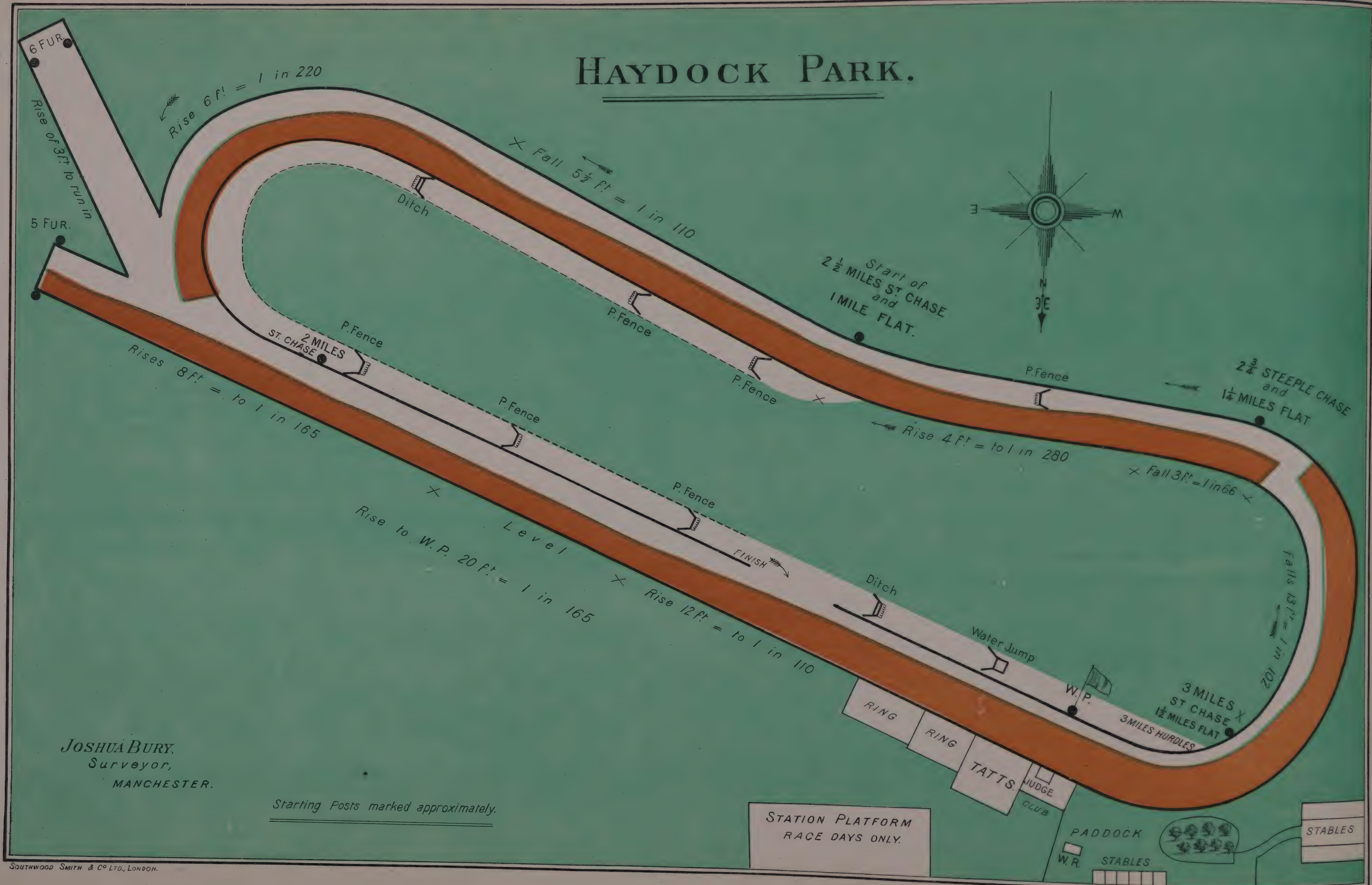


THE CLUB VESTIBULE, CASTLE IRWELL.



THE NEW MIDLAND HOTEL, MANCHESTER.

HAYDOCK PARK.



JOSHUA BURY,
Surveyor,
MANCHESTER.

Starting Posts marked approximately.



NO more conclusive case in point is presented, where the future of a race meeting is dependent upon the enterprise of a practical executive, than at this good meeting near Ashton-in-Makerfield, in Lancashire.

It was originally the Newton Races, but the present directorate succeeded in acquiring 70 additional acres of land, on a long lease, from Lord Newton for the purposes of the present meeting. At the Ashton end is Garswood Hall, the residence of the Gerard family. Sport was known here as far back as 1752 on Goulbourn Heath.

The place is situated within easy distance of Liverpool and Manchester, 186 miles from London on the Great Central, London and North Western, and Great Northern railways.

The Great Central platform at Haydock Park Station is close to the paddock and Club stand; in fact, it leads right into them (used only at race times). This line has a station also at Ashton-in-Makerfield within 350 yards of the stables adjoining the paddock, to which the G. N. and Midland have direct connection *via* Manchester and Glazebrook. There is a special siding for horses, and private road leading to the stables.

There are over 100 loose boxes on the course, for which the management, under the direction of Messrs. Davis and Sons, Manchester, have decided that no charge, including forage, shall be made. The lads in charge of horses find their own accommodation in the town close at hand. Whether this gratuitous policy is necessary is not for me to say, but it is a point of prudence, calculated to establish good and interesting features, that culminate in the successful goodwill of every meeting.

The fixtures have in all fourteen days' racing each year, allotted to eight days flat and six days steeplechase and hurdle jumping. The stakes vary from £100 upwards, and some fairly proportioned (in value) handicaps are included. The steeple and hurdle stakes are also of average value.

There are some fine old trees in the paddock, which is continuous with the stables, and afford a splendid shelter under which to walk horses in hot weather, a convenience but rarely found on our racecourses.

The Haydock Park Meeting.

*Flat, Steeplechases,
and Hurdle-races.*

The geology of the course is chiefly new red sand and marl, though in a deep substratum would be discovered blue boulder clay and pebble beds of the Bunter series.

The entire acreage is well drained with porous field drain pipes. Ten acres of the racing portion has undergone a superficial relay of turf, and the complete contour of the course modified to meet the exigencies of the sport, as far as practicable, by Mr. John Moffat, of Salford, and Mr. Joshua Bury, of Manchester.

* * * * *

The Course with its Gradients.

The running line is left-handed, and the going is far more undulatory than Manchester Course, and very much on the rise at the finish.

The land forms well, though unraised, for racing round both turns. The curve into the straight is 360 yards, and that at the paddock end is 485 yards. They are both quite gallopable at full speed.

Every care and attention have been expended on the newly formed ground by the liberal additions of serviceable top dressings, which have supplied in a short time a very excellent covering of herbage and a very staple condition in the going.

The distance round is 1 mile 4 furlongs and 190 yards; the width of the flat is 25 paces, and the steeplechase course about the same; the running line on both courses being left-handed. The run-in is nearly five furlongs.

The Five Furlong Course is marked out on a perfectly straight line: but very severe indeed. The acclivity on this line is exactly 20 feet, in stages, as follows: The first 440 yards the rise is 8 feet, equal to 1 in 165. The next 220 yards run very level, and on the last 440 yards is a rise equal to 1 in 110. Therefore trainers may judge the severity of the gallop, although there is a little give and take *en route*.

The Six Furlong Course is on an angle with the turn on a rising gradient equal to 1 in 330 before joining the five furlong course. The land falls slightly round the turn on to the straight.

The Round Course ($1\frac{1}{2}$ miles) starts on the fall to the $1\frac{1}{4}$ miles post 13 feet, equal to a rise of 1 in 103. The ground is very lumpy and irregular about this part. From the $1\frac{1}{4}$ post the land continues on the fall, equal to 1 in 66 on 70 yards. To the mile post the rise is equal to 1 in 280.

The Mile Post starts on a fall equal to 1 in 110 on the first furlong, then commences to rise round the left-hand top turn.

* * * * *

The Steeplechase Course.

Being practically over the same area of ground the going is one and the same. The fences are well built of birch up to regulation order.

The ditch and water jump follow each other immediately in front of the stand, while an uninterrupted view is to be had of every event.

Altogether, the course is a very good one, and if the management have formed in producing at Castle Irwell what Nature has helped to form here—*i.e.*, good going in foul weather—they will have established a great acquisition to the English Turf that will meet with the admiration of all sportsmen.

* * * * *

NOTE.—The curve on the rails at the six furlongs end of the course measures 370 yards, and 4 yards from the rails it is 385 yards. Therefore the animal on the rails is covering 15 yards less than the one next to it. The steeple and hurdle course at the same end measures on the curve 314 yards less one foot, and 4 yards from the rails 329 yards less a foot, which is a difference again of 15 yards (say 5 lengths). At the stand end the turn is on the rails 488 yards, 4 yards away 507 yards, a difference of 19 yards. These figures are official.

REMARKS.—The fact of a horse having the rails, or running close to them on the curve on to the run home is an immense advantage, and may be accepted as traversing nearly 24 yards less than the animal running near the middle of the course, which may be roughly calculated—eight lengths.

Every accommodation at Ashton-in-Makerfield.

Secretaries.—Messrs. DAVIS AND SONS, 32, Brown Street, Manchester.

Clerks of the Course.—Messrs. FRAIL AND SONS, Maddox Street, London.

Hotels.—Manchester is the most convenient.

The Wye Meeting.

Steeplechases, Hurdle-races, and N.H. Flat Racing.



MOST Kentish men, or men of Kent, are not endowed with very much enthusiasm for racing. This meeting, and that at Folkestone, are the only two recognised in the county. They are probably wiser in their endeavour to transfer the produce of their productive pastures into that enviable commodity—the coin of the realm.

It is a fixture that hardly comes within the element of steeplechasing proper. It would be better placed among the hunt meeting class. It has its own *clientèle*, who welcome the chance of winning a small race, with a very moderate animal, and to that class of owners who advocate the reduction of steeplechase jockeys' fees.

With reference to the last statement, I submit that when the risk which consistently attends the profession of our steeplechase jockeys, likewise the short period of time allotted to the National Hunt Rules, and the unforeseen elements which necessitate the abandonment of many fixtures, is taken into account, it might be argued that they are very much underpaid. I quite agree with some owners who hold forth, that the cost of winning a race completely swallows up the small stakes that are offered for competition, at a meeting like this, where no added money exceeds £36. Yet, it should not be overlooked, that the whole business is entered into with the full knowledge of such fees, and with their eyes wide open to the fact of the return for their outlay. I shall always veto with the firmness of a Cromwell any attempt to reduce the old scale of our steeplechase jockeys' fees, because I submit it leaves a loophole for the exercise of such practices as would otherwise not arise.

* * * * *

The Course.

The entire outline is made up, and the going is always very good. The outline is left-handed. The circumference is 1 mile and 88 yards, with an average width and run-in of 365 yards. The ground is very level on all parts. The straight is slightly on the collar. The drawback to the place is, that the course trifles with horses, as is the case at Plumpton.

Stabling on the course for 50 horses.

Clerk of the Course.—Mr. G. KENNETT HARVILLE, Wye, Kent.





ACCORDING to old chroniclers, it may be safe to assume that this district was the birthplace of Steeplechasing. For in the time of the Norman Conquest it is recorded that its people indulged freely in the chase.

Camden, speaking of the Lancastrians, said: "You may determine the goodness of the country by the temperament of the inhabitants, who are extremely comely." I wonder what his mind would have determined that densely populated section of the west coast now. Racing was known here about 1672, at Crosby Marsh early in 1747, and at Aughton Moor in 1815. The Liverpool Races commenced at Maghull in 1827, from which the present *venue* at Aintree originated. William Aintree, in the reign of Henry III., left a daughter, who married a Thomas Maghull. It was from a descending heiress of this family marrying with Ralph Molyneaux, that created the Earldom of Sefton.

The Grand Stand was completed in 1830. The present steeplechase course, with its beautifully built yet formidable fences are after the design of Mr. W. S. Gladstone, who took over the office of Clerk of the Course in 1886. The Summer Cup was established in 1828. The race was made into a handicap in *Vanguard's* year, 1843.

The geology is under the series of upper mottled yellow sandstone (Bunter), mostly formed on the carboniferous rocks of Lancashire and Derbyshire, attaining a thickness of from 60 to 2,000 feet. The town of Birmingham is built upon this stone. There is a great depth of black light soil on the surface overlying sand, with a good covering of grass. The surface ground here is made up.

* * * * *

The Course.

The circumference of the flat course is about $1\frac{1}{2}$ miles, running left-handed, with a width of 25 paces, and a run-in of about 780 yards. On the far side is the start of the $1\frac{1}{4}$, 1 mile 1 furlong, 1 mile, and the 7 furlongs. The popular distance here, 1 mile 3 furlongs (Cup Course), starts on the right hand of the stand, as does the start of the

The Liverpool Meeting.

Flat, Steeplechases, and Hurdle-races.

Grand National Steeplechase. All along the far stretch is very true and level in its conformation in both directions.

The Seven Furlongs begins on a pretty steep rise occurring just on the left hand top turn, which is rather sharp; easing up is necessary round here.

The Six Furlongs takes an angle (*see plan*), starting at Anchor Bridge, perfectly straight for three furlongs, on the fall in the first furlong, and avoiding the bad ground on the first part of the five furlongs.

The Five Furlong Course has a curve after starting in its outline, and much of the prospects of winning depend on the draw for places; furthermore, the going on the first two furlongs, which is practically on the curve, being made up ground dressed with bone meal, patent and farmyard manure, while the surface has the appearance of rolled sand, this portion of the going would benefit by relaying during the longest interval between the fixtures. It would greatly improve the five furlong course. The turn into the straight is rather awkward, affording a big advantage to those on the inside positions, which is probably answerable for the repeated running-wide that frequently occurs here. The shape of the flat course is to be compared with a violin case. The six and five furlongs are practically run over two sides of a square. The run-in is on the rise for half way, then takes a falling grade rather suddenly for a short distance, rising again in the last 300 yards, equal to 1 in 150, to the winning-post. It can hardly be placed amongst our best courses, though it unquestionably is a very popular one, because, in the first place, it is without even five furlongs straight. The distances here are measured to the exact conditions.

* * * * *

The Steeplechase Course.

This track of country was altered after *Huntsman's* year in 1862, and of more recent date the course has undergone several evolutions, for what was formerly plough is now good grass land, affording excellent going by its evenness all over it, especially at the fences. There is only one unherbaged division

on the entire course, and this is between the start and Becher's Brook, but this is harrowed down level before the races. This course is 2 miles 428 yards round, with sixteen fences (*see plan*). The Grand National distance is 4 miles 856 yards, which necessitates, with the exception of the water jump and the formidable fence preceding it, two complete circuits of the Course. The conformation of the land the whole way is practically flat, and very level transversely, although following "Becher's" the going is very lumpy and irregular, dropping slightly to the fence before "Valentine's." It is also rather irregular past the canal bridge.

One mostly hears of "Becher's Brook" in regard to the Grand National race, but "Valentine's Brook" is far more difficult; because, in the first place, the fence is higher, and on the landing side there is a two feet drop. The fence before the water also takes a lot of jumping. The fences are fine upright obstacles, built very thick and resistable with strong thorns, and packed with gorse and spruce; some have spruce and furze toppings.

From the plan it will be seen that the two Courses are, but for the finish on the last 150 yards, quite independent lines, although both have a left-handed contour. The steeplechase line, after passing Anchor Bridge, crosses the round Course just below the five furlongs starting point, running through the body of the ground, and enters the straight about 150 yards from the winning-post. The three miles race starts just about the canal bridge.

English horses that jump this country so well would be lost over Punchestown, yet it is easy for Irish horses to negotiate.

From the plates on the following pages I am indebted to Mr. G. Mark Cook, photographer, of Chester, for the very fine pictures which he succeeded in obtaining of Becher's and Valentine's Brooks, the water jump, and ditch in front of water

jump, and parade, which exist on this fascinating steeplechase course. The splendid detail which they contain is quite typical of the obstacles in the original. They have been pronounced to be the most perfect delineation of fences, ditch, and water jump ever produced. I must say they put some of our Strand photographers in the shade, whose pictures of ditches resemble plain fences, and water jumps like mere brooks.

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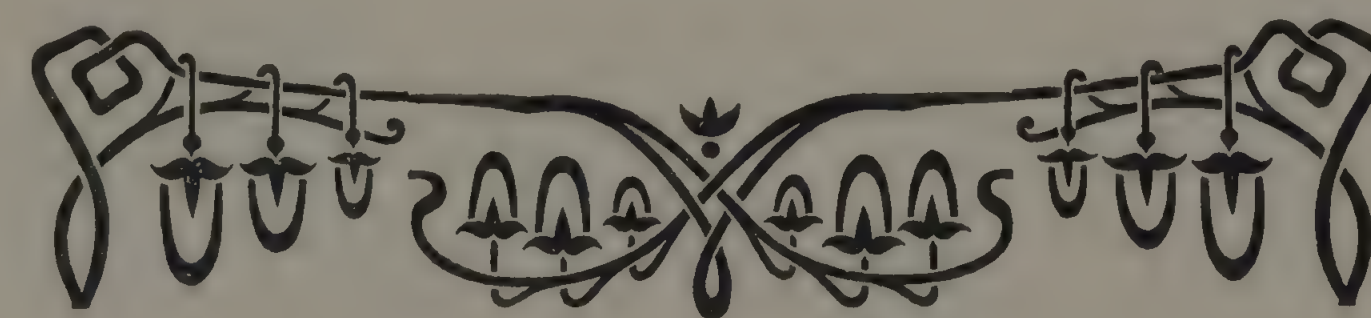
REMARKS.—I have noticed that a free lance is allowed to trainers in exercising their horses on a portion of the course during the early morning. This should be prohibited with the sternness of Draco the Greek, because, should the weather be bad, the ground is badly disturbed by the horses' feet and traffic, which interrupts the going for the legitimate proceedings. The landing side of "Valentine's" should also be better regulated, and made more uniform on the bank of the ditch.

Stabling on the Course for forty horses; Mr. G. Gilmour, Greenwich Farm, Aintree, can put up forty more; and the Sefton Hotel, close by, can accommodate many. The charge is £1 per box.

Clerk of the Course.—Mr. W. S. GLADSTONE, Abbey Cottage, Aintree, Liverpool. Telegrams: "Aintree."

The First-class Hotels are: Adelphi and London and North Western, Liverpool; and the Prince of Wales' Hotel, Southport.

Railways.—The London and North Western take horses to Sefton Arms station; Midland, Great Northern, and Great Central take traffic to the Cheshire Lines station; both platforms are within easy reach of paddock.





[G. Mark Cook, Photographer, Chester.

THE DITCH BEFORE THE WATER JUMP, LIVERPOOL.



[G. Mark Cook, Photographer, Chester.

THE WATER JUMP, LIVERPOOL.



THE BECHER'S BROOK, LIVERPOOL.



VALENTINE'S BROOK, LIVERPOOL.



W. A. Rouch.]

COVERT HACK.

HIDDEN MYSTERY.

BARSAC.

HIS MAJESTY'S AMBUSH'S GRAND NATIONAL AT LIVERPOOL, 1900.



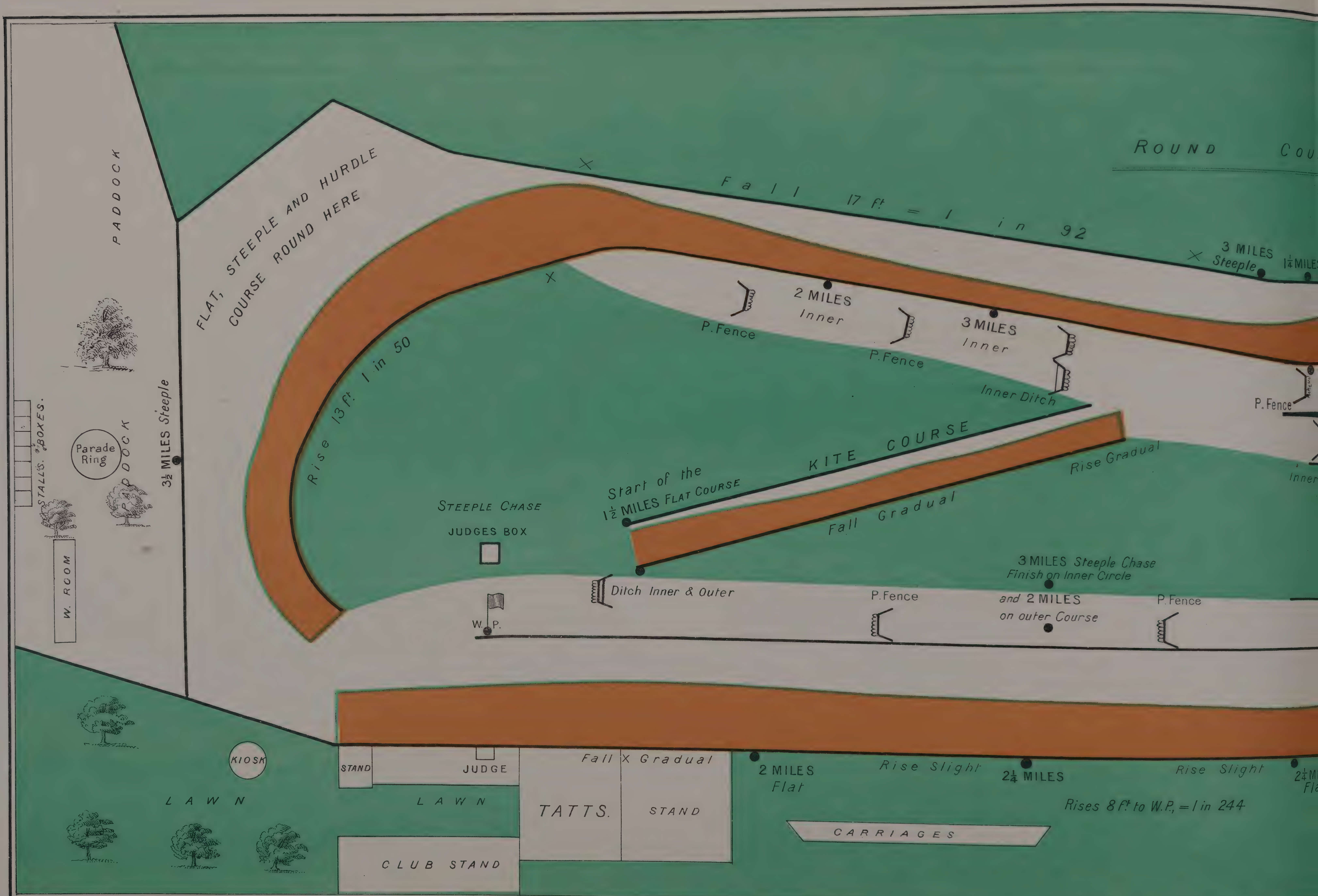
THE LIVERPOOL GRAND NATIONAL. THE PARADE, 1903.



LONDON AND NORTH-WESTERN HOTEL, LIVERPOOL.



THE ADELPHI HOTEL, LIVERPOOL.

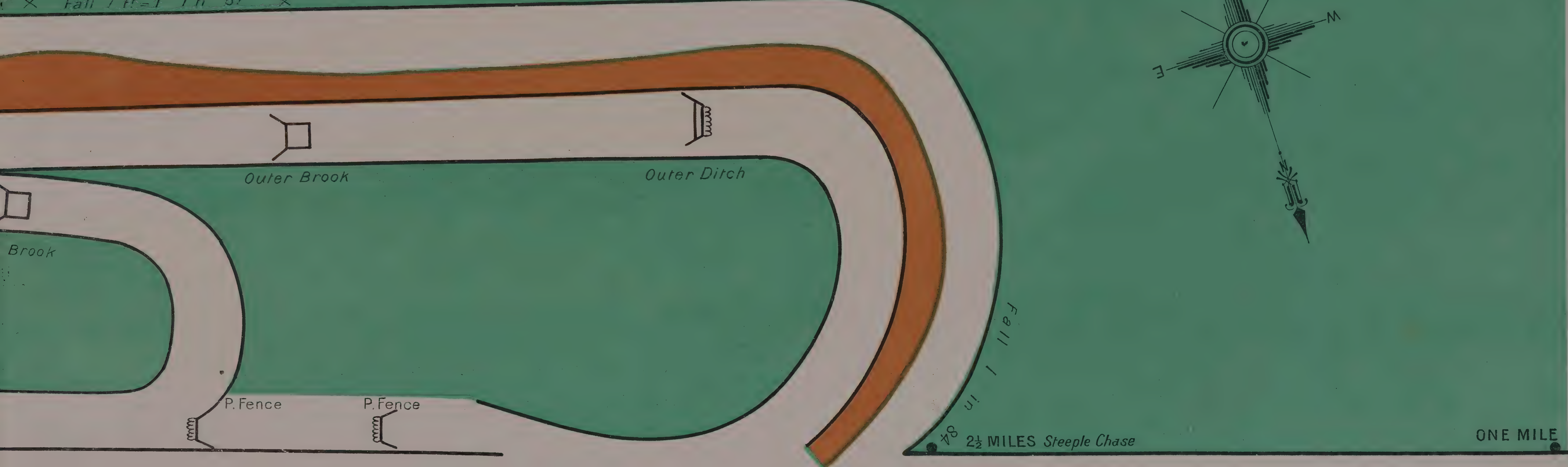
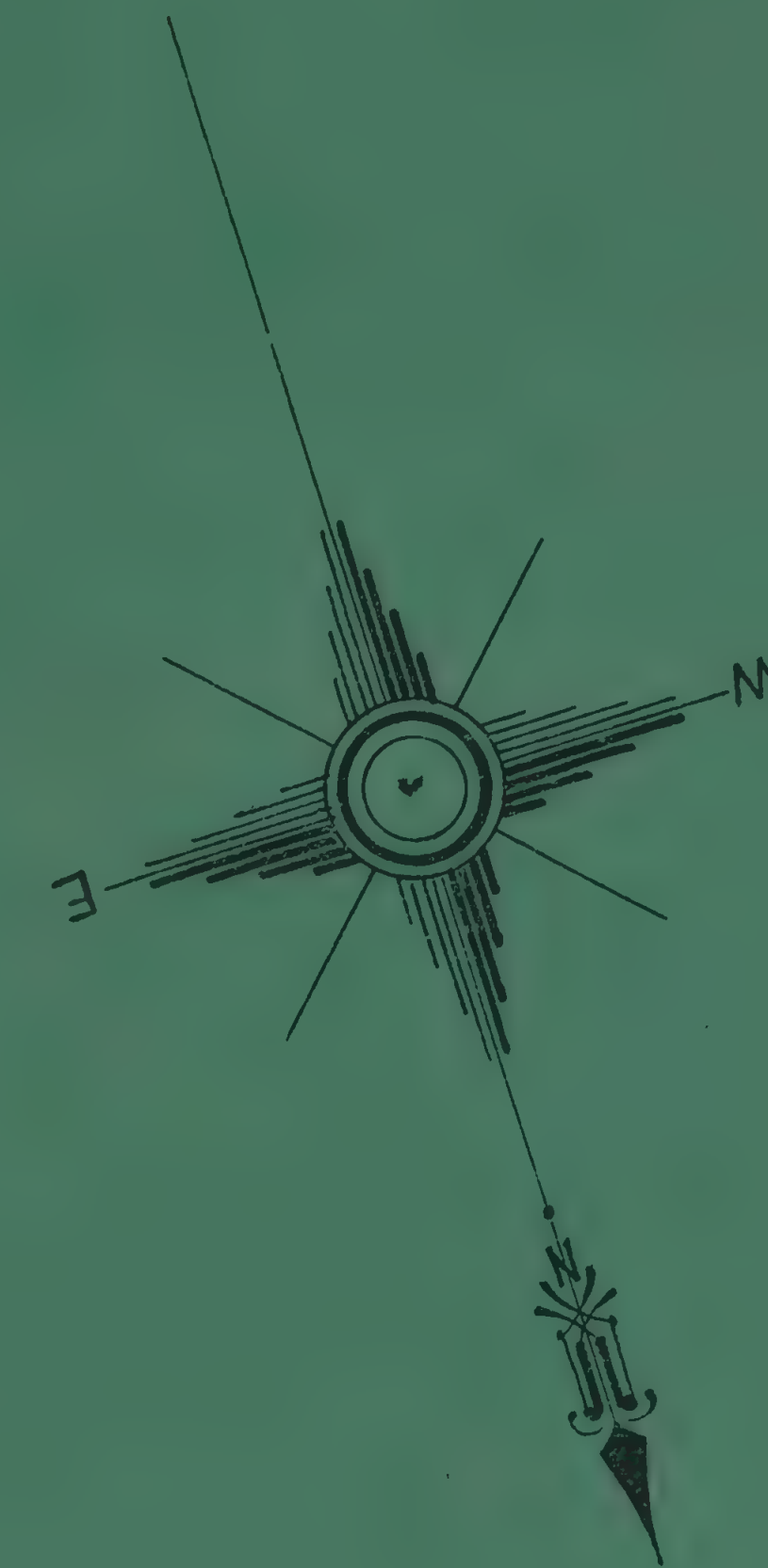


GATWICK.

RSE

× Fall 7 ft = 1 in 57 ×

× Rise 5 ft = 1 in 120 ×



LES

×

1/2 MILE

× Rise 5 ft = 1 in 153

5 FUR.
2 1/2 MILES
Flat

× Falls very slightly ×

6 FUR.

Rises slightly 2 feet

7 FUR.

× Fall 3 1/2 ft = 1 in 160 ×

MESS^{RS} HOLLOND BROS
Architects & Surveyors
NEWMARKET.



FIXTURE was required to fill the vacancy made by the abandonment of the old royal Croydon Races in the nineties. And a very excellent substitute has been established here.

It is situated midway between Brighton and London, and a meeting where public convenience and professional wants have been the forethought of the management in every department, which reflects very great credit on Messrs. Pratt and Verrall, who really excel, as an executive, in the better development of race meetings. They have not only made the above a place where the national pastime can be enjoyed in comfort, but they have outlined a true and thorough race ground.

Its geology is "Weald clay," with tracings of gravel and ironstone here and there. A long and continuous wet will cause it to be a little holding, but never deep, and in very dry weather it has a tendency to get hard and crack, sometimes showing fissures in the ground, but since the land superficially has been abundantly treated with peat moss, the hardness is much reduced. Generally, the going is very good indeed. It is partly natural and partly made up, while it is remarkably well looked after to keep it always in such fair condition. The River Mole runs under the course just about the five furlongs post and the $1\frac{1}{4}$ miles post, but it does not in any way affect the ground, as there is a good depth of soil overlying the brick tunnel. This course is hardly ever rolled, which is very wise on ground of this character, but is well fed and protected by plenty of peat and moss litter, which accounts for its thickness of herbage.

It has nine fixtures, in which are sixteen days' racing—in summer for flat-racing; in winter and spring for steeplechases and hurdle-races.

No fault whatsoever can be found with the added money at Gatwick. At the March jumping meeting are stakes from £92 to £387. The latter is added to a hurdle and steeplechase race, both of two miles. The May meeting has several useful stakes, the principal being a handicap (six furlongs) of £900 and

The Gatwick Meeting.

*Flat, Steeplechases,
and Hurdle-races.*

the Prince's Handicap ($1\frac{1}{2}$ miles), £850. In June the stakes range from £100 to £460. The latter is a one mile handicap. The first October meeting the added money is fairly large, ranging from £100 to £387. The last-named is the amount of the Gatwick Stakes ($1\frac{1}{2}$ miles).

* * * * *

The Course with its General Gradients.

It is 200 feet above sea level. The length of the round track is just under two miles. There is a perfectly straight mile, seven, six, and five furlongs. The width is 100 feet, and very evenly formed on its cross section. The running-line is right-handed. The run-in is five furlongs. The plan will disclose the hilly character on the far side, and the relievable gradients on the straight mile, which, from a spectator's point of view, bears a practically flat contour.

It may be named, from a racing point of view, amongst those I shall term "test courses," because it requires a strong and very fit animal to win a race over it. It is, in other words, a good mile gallop, and if done in workmanlike style is an excellent guide to future handicaps anywhere. Yet it may arise that after horses have shown some promising form here, at Epsom, Brighton, Lingfield, Leicester, Folkestone, Nottingham, Chester, Ayr, and Pontefract, etc., quite the opposite may be experienced. The outline, no doubt, requires a very sound horse to accomplish a record.

The Mile Course is quite straight, as are also the **Seven, Six, and Five Furlongs**. The principal events take place on this course. On the first 188 yards there is a fall of 3 feet 6 inches, equal to 1 in 160. The following 273 yards only rises 2 feet, and falls one foot on the next 100 yards. Past the five furlong post is a gradual rise to 5 feet, equal to 1 in 153. On the last distance named there is just an 18 inch fall on a few yards, occurring intermediately, which adds nicely to the gallop.

The land falls again over a distance of 62 yards, equal to 1 in 53, rising gradually on the next 600 yards very slightly. Then, on the finishing distance of 72 yards, the land has a falling grade to the winning-post, which to the naked eye would appear a dead flat. The rise from five furlongs to winning-post is 12 feet. These facts are from an officially surveyed section, and may be calculated upon as the accurate contour of the straight mile course.

The Mile and a Half—"Kite Course"—commences on a fall of $3\frac{1}{2}$ feet for 125 yards, rising to about the same gradient on to the $1\frac{1}{4}$ miles starting post (also three miles steeplechase), where there is a fall of 7 feet in 110 yards, equal to 1 in 47, over a very nice gallop.

The Round Course from the winning-post round the bottom turn on the left-hand is a slight fall about one foot, while due to the side depression I have known horses to run out at this point and destroy their chance in the race, as the course continues on a steep incline of 13 feet, equal to 1 in 50. On the next 520 yards there is a very steep fall, as it drops to a gradient of 17 feet, equal to 1 in 92, rising slightly for 100 yards, where another fall occurs on 133 yards of 7 feet, equal to 1 in 57. Approaching the turn on the right-hand top side is a rise of 5 feet, equal to 1 in 120, running easily to the turn into the straight, which is on a fall of 6 feet, equal to 1 in 84. This point is just below the start of the five furlongs.

The top bend is a big horseshoe-shaped curve, while the land lies infinitely better than it does at the paddock end. Both for flat, steeplechasing, and hurdle-racing it is a very good course indeed, and one of the truest in the kingdom.

In point of fact, if my vote were solicited for the best steeplechase course in England, I should not hesitate one single moment in declaring, without the slightest reservation, in favour of Gatwick, and, but for the susceptibility of its

under strata to become so infernally jarring—but only, bear in mind, after a very long drought—I should pronounce it as one of the fairest, truest, and best managed racing tracks in the Kingdom. As it is, excessive dryness is resisted by an abundance of thickly tufted grasses, which is brought about by the manuring being well judged before it is laid down on the turf. For the future condition of this ground, I should advocate the scythe to be taken over it more frequently. I know, where one has to deal with a gaping dry soil, the more bountiful the grass the better, still the scythe just taken over the tops of the long grasses would still protect the ground from drought, and prevent the grasses from robbing it of too much nourishment.

The Steeplechases are run over two lines, the outer and inner course. Both are similar as regards construction; such is arranged to simplify distances. The inner line is 1 mile 1 furlong, seldom used now; the outer is 1 mile 7 furlongs. The fences are all built up on banks; they are not difficult, and there is no "trappy" character anywhere. The run-in from the last fence is 313 yards. This line of running all over is far superior to Kempton, or even Sandown.

A very bad course for roarers or ill-conditioned, but as an artificial steeplechase course there is no better under National Hunt Rules for outline and the general condition of the fences.

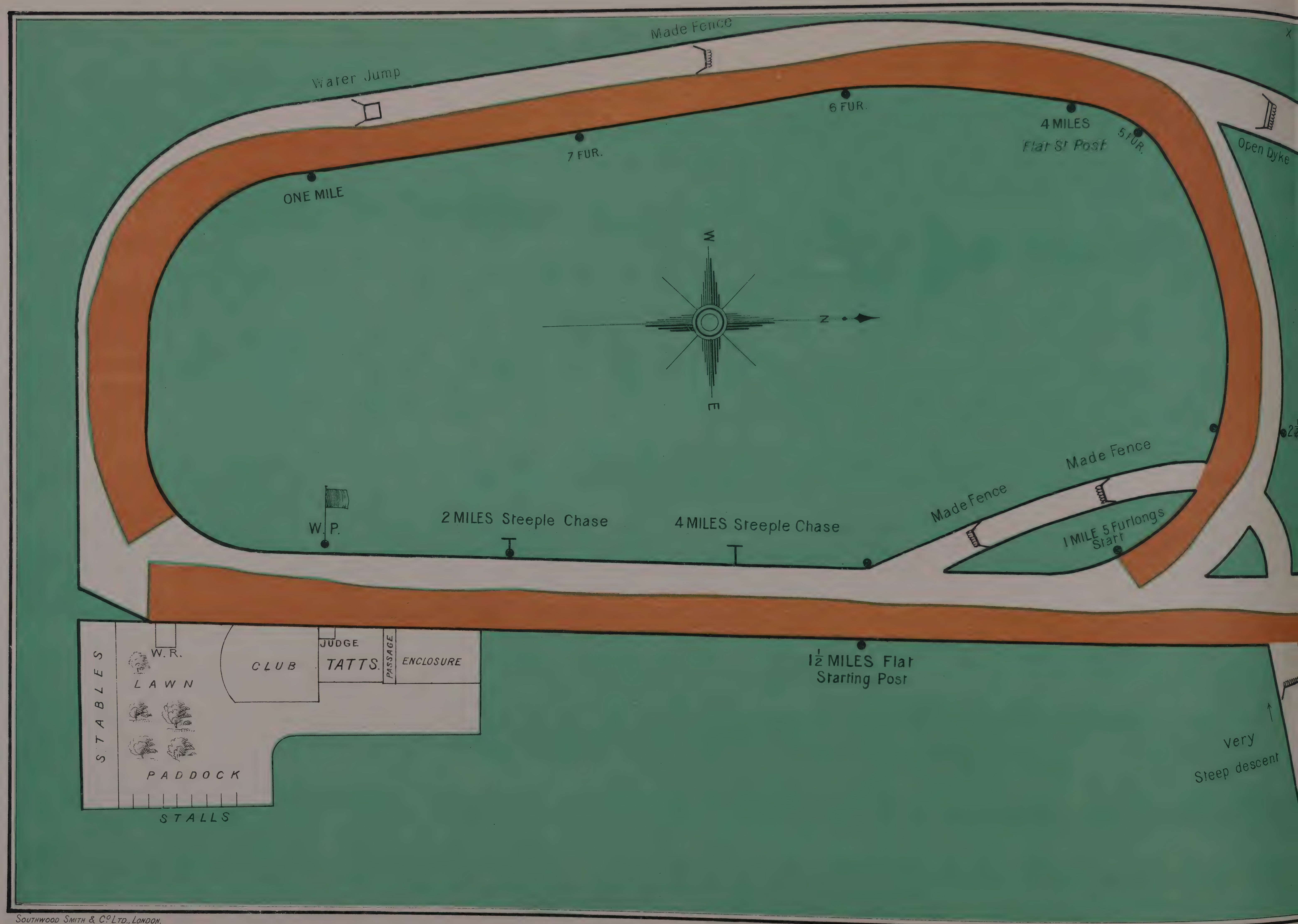
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Stabling on the course for 120 horses at 5s. for the meeting. Lads, 1s. per night.

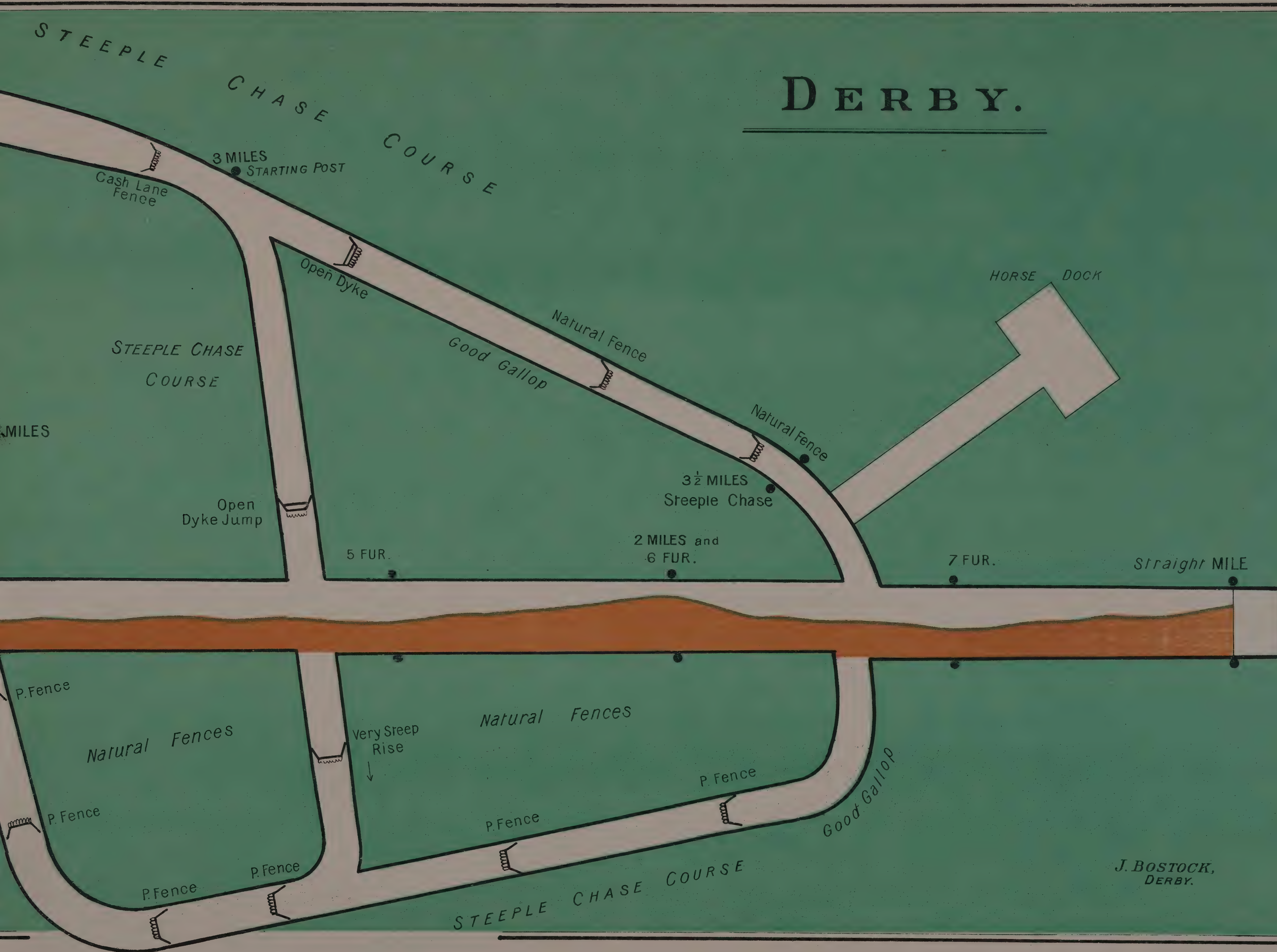
Hotels.—See Brighton and London. The nearest village is Horley.

Secretaries and Clerks of the Course.—Messrs. PRATT AND VERRALL, 9, George Street, Hanover Square, London.





DERBY.





UIITE the most fashionable racing meeting in the Midland counties, and in a sporting point of view has a well merited meed of patronage from the constituents, and the colony of trainers, for the purposes of the national pastime.

The Derbyshire society here is much *en évidence*, mustering in strong force regardless of their love for the traditional "tally-ho," with the Meynell, Quorn, Cottesmore, and Lord Harrington's Hunt, of which the race-course forms part, which the neighbouring unequalled grass country provides. Among those who hold big house assemblies and luncheon parties in honour of the November fixture are the Duke and Duchess of Devonshire, from Chatsworth; Lord and Lady Burton, from Rangemore; Earl and Countess of Harrington, from Elvaston Castle; Earl and Countess of Carnarvon, from Bretby Hall; Sir Peter and Lady Walker, from Osmaston Manor; Mrs. Miller Mundy, from Shipley Hall; Mrs. Walter Boden and Mrs. Henry Boden, from The Pastures and the Friary respectively. In fact it is a regular racy rendezvous for the residents among the "Peaks of Derbyshire."

Each year are four meetings; one allotted to steeple and hurdle races in March. The September and November Meetings have three days' flat racing. Two very important and valuable handicaps are contested at the last meetings—the Peveril of the Peak Plate and the Derby Cup; also several nurseries of £1,000 and £500 value, for which some of the best two-year-olds and handicap horses compete. I know of no meeting where racing is more attractive, and every credit is due to Mr. Bostock for the prudence displayed in the welfare and control of the undertaking.

* * * * *

The Course with Outline.

It is 153 feet above sea level. The undersoil is chiefly alluvial deposits, in parts sand and gravel. The turf varies in thickness, although it is well protected by a good covering of herbage. The line of running is right-handed, $1\frac{1}{4}$ miles and 5 yards round, 90 feet wide on the run-in, 120 feet at the five and six furlongs and mile starting-

The Derby Meeting.

Flat, Steeplechases, and Hurdle-races.

posts. The run-in is 660 yards. The land lies very level on the cross section, except at the mile post, where there is a side depression falling from the stand side. I should be in favour of the stand side as being the better going, and those drawn there have some advantage. In wet weather it is bound to become holding, but, as a rule, the going is everything to be desired. Taking the course from the seven furlongs it is a very true one. The turns: that on the right of the

stand is 400 yards on a nice swinging curve quite gallopable at top speed, as the land lies well. The turn into the straight is not so favourable; it is too sharp, and the ground should be raised a trifle. It wants a lot of manœuvring to prevent horses taking a wide sweep.

The Round Course may be classed as very easy, because in both directions it is very true, and longitudinally it is a gradual and variable give-and-take gallop. It is a track doubtless in favour of non-stayers.

The Straight Mile.—In 1902 the Derby Cup was altered to its original distance—one mile. The prudence of the executive in reverting to this line is supported by the draw for position. Now, all this chance of advantage is obviated, because on the straight mile No. 1 must cover exactly the same distance as No. 21—a number not at all unusual at Derby—while to travel on the segment of a circle of 400 yards, the horse on the rail would cover about forty yards less than a horse travelling in the middle of the course. The drawback on this line is due to the conformation of the course, the early stages being invisible, even from the very summit of the stand; that is to say, that no view is obtainable until the horses reach the six furlongs post, and even then it is very indistinct. The start is one of the main points of racing to owners and trainers, while those professionally engaged are very anxious to witness the happenings at the start. The spectator also is deprived of seeing a good deal for which he has already paid. I hold it to be far more satisfactory, and strongly advocate a clause to enforce it, to the effect that all races from $1\frac{1}{2}$ miles and under shall start, continue, and finish within an uninterrupted view from the stand.

At the start of the mile the ground falls 10 feet on a short distance, equal to

1 in 30. The ground here forms more evenly, but rises rather severely to 25 yards past the six furlongs post to an elevation of 26 feet, equal to 1 in 42. It now commences on the fall to 200 yards past the five furlongs post 14 feet, equal to 1 in 84½. The last half a mile may be considered more or less flat.

In the five furlong races there is always a general scramble for the stand side at the rise of the gate.

The Seven Furlong Course starts up-hill rather severely.

The Six Furlong Course commences just on the rise for a few yards.

The Five Furlong Course begins on the fall. The position of No. 1 on the straight course is on the stand side.

With reference to the foregoing remark, I submit that it would be a wise and useful system for executives to adopt in regard to the position No. 1; that is to say, on all courses the position should be determined by authority. As matters now stand the question is beyond the judicial ruling of the starter, and invariably chosen by the jockey holding No. 1 position.

* * * * *

The Steeplechase Course.

The entire length of the outer line is 1 mile 7 furlongs 67 yards. The four miles is twice round. The three miles starts on the inner line, and passes the stand twice. The two miles completes the course on the inner circle. The fences are very easy, and built slightly forward. The guard rail is unbanked. There is one flight of hurdles in every two miles. The running-line is both right and left-handed.

The course is 1½ miles from the station. The Midland Railway, which runs a very excellent service of trains for the Meetings, is the direct route; their horse dock adjoins the course. They have a station and horse dock also at Nottingham Road close by the ground. The Great Northern have a horse dock also at the end of the straight mile.

* * * * *

REMARKS.—The course on the steeplechase line is a system of concentric circles and segments. The large two-ton roller, which is used upon the course at intervals, should be dispensed with, and a light wooden one used, if any, and then only after the dislodged turf has been replaced, and the weather moist. It is a detriment, instead of assistance, to put heavy weights on ground overlying such a consistency of clay. A much more beneficial assistance to the keeping of this course in good condition would be the employment of a number of men or boys to be placed at certain intervals, who should, immediately after the horses had passed them, replace the ground where they should find it had been dislodged. As regards the Steeplechase Course, one person should be told off to each two fences.

Horses are not allowed to exercise on the straight mile.

Stabling adjoining paddock for 170 horses. One guinea for one, or three nights; forage, 5s. extra. Lads accommodate themselves.

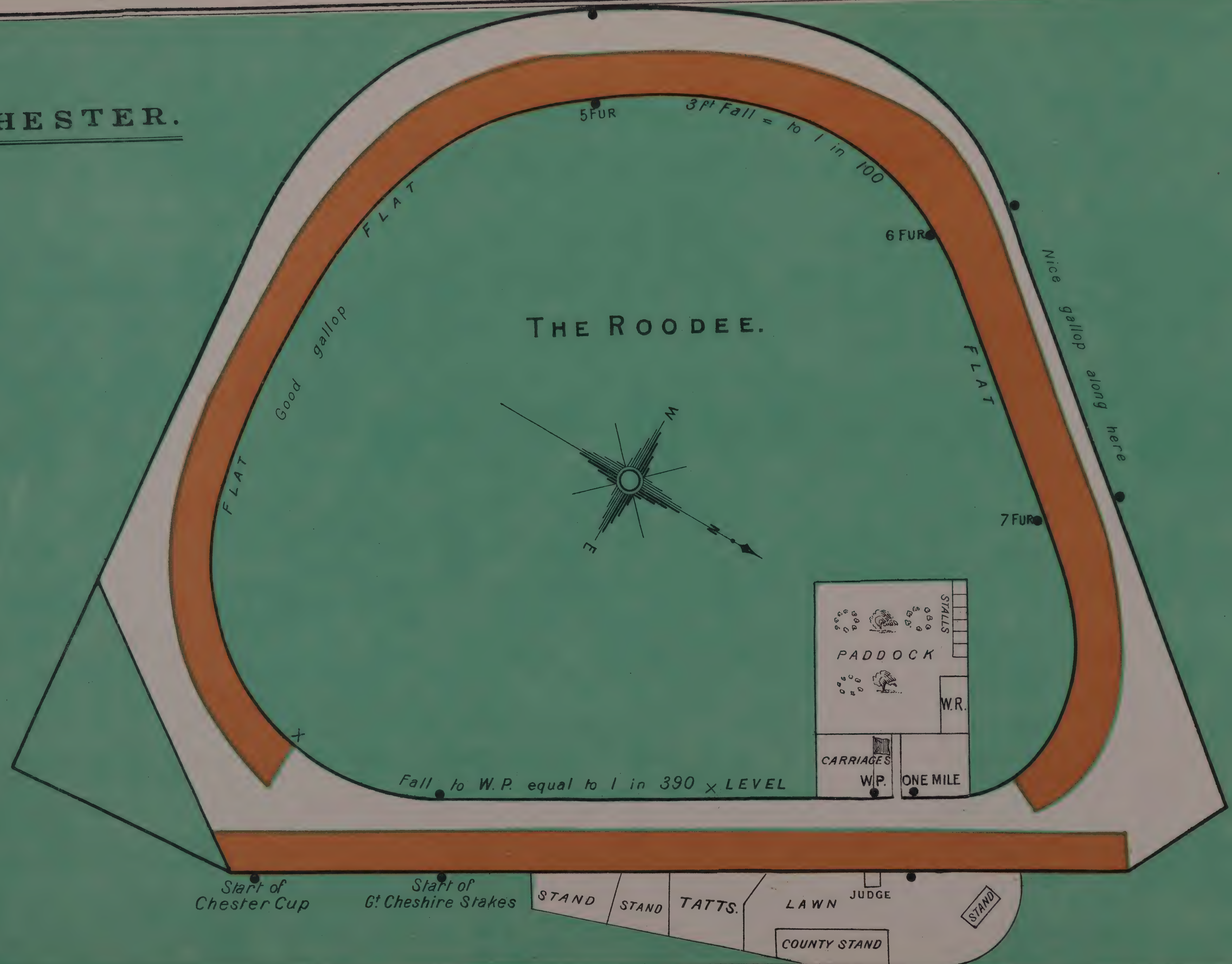
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Secretary.—Mr. J. BOSTOCK, Solicitor, 40, St. Mary's Gate, Derby.

Clerks of the Course.—MESSRS. FORD AND SONS, King's Walk, Nottingham.



CHESTER.





UT for the intervention of the first Duke of Westminster and Mr. R. K. Mainwaring in 1900, this very old-dated fixture would have probably been erased from the calendar. His Grace, who took unlimited interest in its cause, eventually succeeded in obtaining a renewal of privilege on the Roodee, or as anciently named Rood-Eye, (or Island of the Cross) to continue the Chester Races, which is the oldest race meeting of the present day. Races were held here as far back as the year 1572, and in 1609 the "bell and bowle" was run for. So the Cheshire folks have to thank the Grosvenors for the continued existence of this popular three-days' meeting. The present Duke, as a worthy successor to his grandfather, extends his valuable patronage to these races, which are held in such close proximity to the family seat, Eaton Hall.

Its prestige is greater than ever, the executive having done everything necessary, by building new stands and placing the meeting in advance of its own antecedents, which meets the appreciation of such personages as the Duke and Duchess of Westminster, the Earl of Crewe, Lord Henry Grosvenor, Lord Trevor, Sir Philip and Lady Grey Egerton, and many other fashionable families, who hold house parties in honour of the occasion.

It is an enclosed meeting, about one mile from the London and North Western line.

The geology of the Roodee is alluvial deposit (*see* Geological Article). Some part of the course is natural ground, other parts have been relaid. The shape is all against the course being true; however, the going is always good, while the turf, being very sound, gives a good firm foothold, and that good quality enables horses to grip the ground, so to speak, while galloping round its curvature. This compensates for a good deal of the circuitous outline; the only bit of straight in the track being the furlong on the right hand approaching the six furlong post, and the short run-in of 250 yards.

It has been jocularly described as the "soup-plate" race-course, but its real shape is semi-elliptical, resembling an amphitheatre inside the ancient wall, covering 1 mile and 56 yards in circumference, running left-handed.

The highest part of the course is 22 feet above sea level at the Chester Cup starting post. The lowest portion is 17 feet below, at the five furlong start. So,

The Chester Meeting.

Flat Racing only.

it will be seen that there is only a deviation of 5 feet from a perfect flat over the whole contour, and so gradual and imperceptible are the gradients, that a flat formation would be a just description. Oddly enough, the very worst part of the going is on the straight, not only is a side depression apparent, but the land is very hollowy, here and there being small ridges across the ground.

Appended is a tabulated form of the officially surveyed measurements by Mr. H. S. Whalley, from which can be easily realised the advantage of the inside position.

CHESTER RACE COURSE DISTANCES.

Course.	Measurement on Inner Rails.	Measurement on Centre of Course.
Total Circular Course ...	1 mile 54 yards	1 mile 125½ yards
The Cup Course	2¼ miles 5 yards	2¼ miles 151 yards
Great Cheshire Stakes Course	1 mile 434¾ yards	1¼ miles 69 yards
T.Y.C. 6 Furlongs	15 yards under 6 furlongs ...	6 furlongs 33 yards
Mostyn Stake Course	13 yards under 5 furlongs ...	5 furlongs 25 yards
Seven Furlong Course	17 yards under 7 furlongs ...	7 furlongs 36 yards
Dee Stakes Course	1½ miles 44¾ yards	1½ miles 144½ yards
Old One Mile	22 yards under one mile... ..	1 mile 46 yards
PROPOSED—		
New One Mile	1 mile 97½ yards	1 mile 169 yards
Calendar Stakes... ..	1 mile 120 yards	

The width varies from 60 to 90 feet.

* * * * *

The Advantage of the Draw.

With reference to this feature, to which so much importance is necessarily attached on courses of this kind, and all tracks having such a circuitous outline, a small suggestion may not be thrown away by pointing out the advantage and disadvantage of the position of No. 1 on the rails. The idea uppermost in the mind of most riders is, that it is the nearer way to the winning-post; this there is no denying! So, well

and good; but, in order to keep a forward position on the rails it is very necessary that the animal is quite capable of answering to the pressure made upon him to keep up the pace in order to retain this foremost position, otherwise the place No. 1 on a circular course is useless.

Some horses are able to produce a very fine turn of speed at the finish of a race when ridden in a manner calculated to agree with the animal's disposition in the early stages of the race; but place a horse of this kind on the rails, and drive him along for all he is worth in order to retain this pseudo position, and lo! when the final struggle arrives the animal, in many instances, is actually powerless to act.

Two very good examples in point are *Pelisson* on the Liverpool Course, and *Carabine* in the Chester Cup. Now! what happened to *Congratulation*? In the Great Metropolitan Stakes at Epsom, in the spring of the same season, she made every inch of the running from the rise of the "gate" to the finish of $2\frac{1}{4}$ miles, and won in the commonest of canters. At Chester J. H. Martin (who rode the mare) assumed the same tactics. He was drawn on the extreme outside of a large field of horses, and almost simultaneously with the action of the "gate," as if by magic, he drove his mount with lightning speed across the course on to the rail side, thereby securing this so considered advantage of the course. What followed? Everyone present assumed that the mare was about to repeat what she so well accomplished at Epsom. This, however, was not to be. The mare, after leading her field one entire circuit, positively collapsed in her attempt to complete the second circuit at the same pace. This apparent reversal of her Epsom form gave rise to some very unpleasant remarks, but, in my opinion, any comment adverse to the integrity of the owner (Mr. Lindemere), or the trainer, or the jockey, or to the honesty of the mare herself was most entirely devoid of any justification, and for this reason: because the circuitous outline of the course at Chester is

diametrically opposite in contour to that at Epsom. Had the disposition of the mare been thoroughly weighed in the minds of her connections, and the course at Chester carefully compared with that at Epsom, this unseemly form would have been avoided. This is very strong evidence in favour of the utility of the present volume. In further support of my own view, *Roughside* was fortunately able to keep up the necessary pace the whole journey on that particular day, with a master mind as a pilot (Tod Sloan). Now, had *Carabine* in *Congratulation's* race been forced over the distance in the same pillar-to-post style, in my opinion he would have been last, instead of running away with the Chester Cup in the last 250 yards, for after waiting in the ruck, and swinging along at his own pace, he positively won the race like a fresh horse joining the field in the final stage.

I contend that when the position No. 1 is held the jockey should have full knowledge of his mount. "Morny" Cannon is one of the most experienced and observant of jockeys in this respect, for he is possessed of a full knowledge of most courses, and of the animals he is to pilot over them, as a rule. I have noticed him drawn No. 1 on the Chester Course in the mile race, but instead of joining in the general stampede for the rails, he would very quietly pull back and judiciously wait, and this prudence met with its reward, for he invariably won the race.

In 1852 there were 43 starters for the Chester Cup. *Joe Miller* won, 3 years, 4 st. 10 lbs.

* * * * *

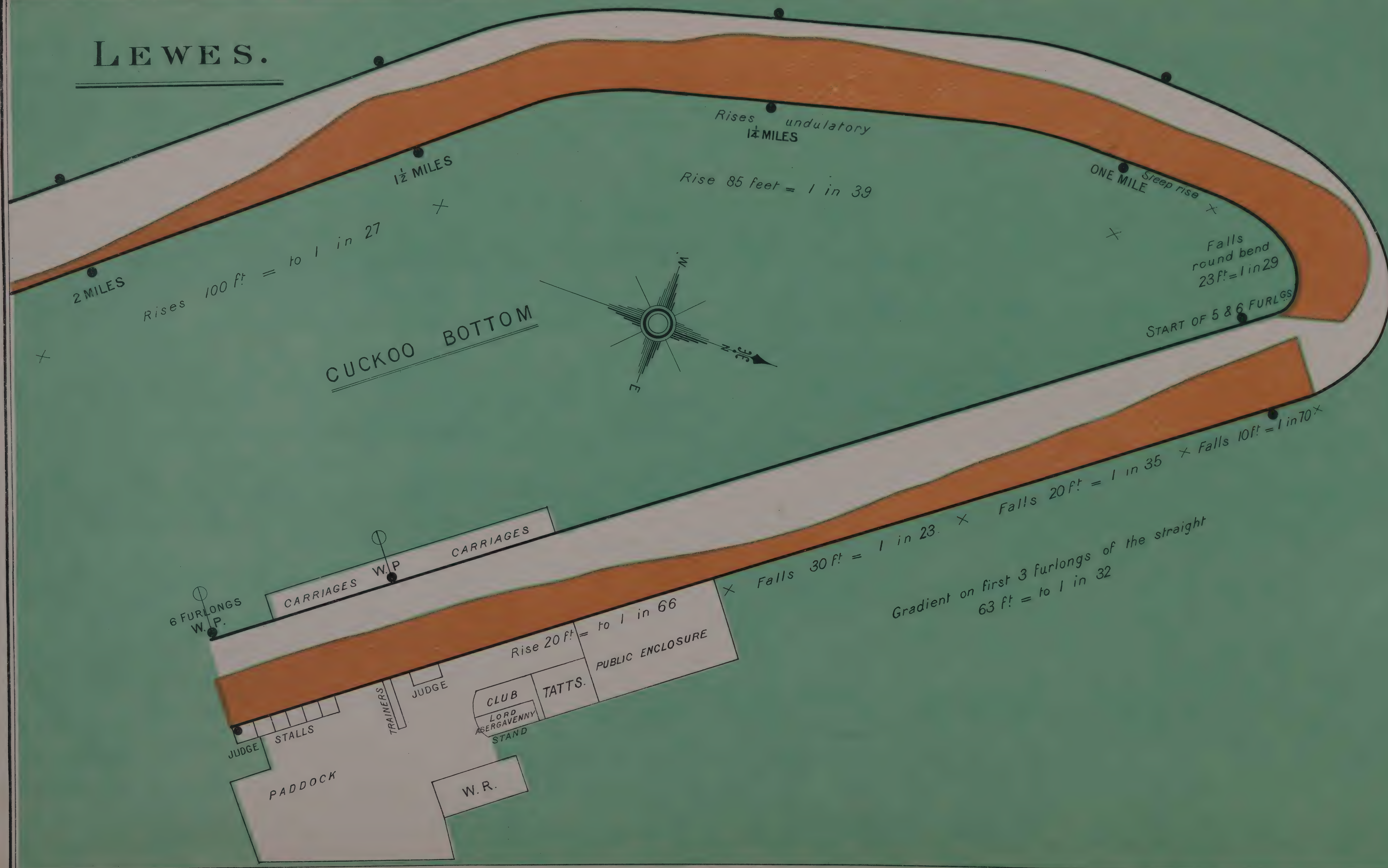
Stabling in Chester.

Hotels.—Grosvenor, Blossom's, Queen's, Chester.

Secretary.—Mr. T. J. WARMSLEY, Chester.

Clerk of the Course.—Mr. R. K. MAINWARING, Newmarket, Cambs.

LEWES.





ACCORDING to Homer and Virgil the custom prevailed among the ancients of raising tumuli over the departed, as the Scythians, Egyptians, and Romans raised barrows and cairns *in memoriam*, while the Britons, Saxons, and Danes had recourse to similar manifestations of reverence. Camden also tells us of a custom among survivors in battle to bring their helmets full of earth, in order to raise a hillock over the slain. There is no manner of doubt but what these South Downs are old Roman earthworks, and not entirely due to the work of Nature.* This course is over a very fine specimen of "Down land," similar to Goodwood geologically. The one great fault is that the outline is not true. It is unseemly and undulatory at every stage, while there is a ridge running obliquely across the course about 200 yards from the winning-post, leaving the rail side very much lower. The stand was built in 1772, when it was a three day meeting. The Marquis of Abergavenny and his family are the chief patrons, and entertain largely at the summer meeting. At Lewes the great match took place between the Duke of Cleveland's *Pavilion* and Colonel Melhuish's *Sanchi* for £3,000 a side. In 1905 the Lewes Stakes of £3,000 (three and four-year olds), and the old Astley Stakes will be raised to £2,000 (two-year olds).

The Lewes Handicap of $1\frac{1}{2}$ miles is the chief sporting feature, and many races are allotted to gentlemen riders only, as has been the custom for generations.

The course is unsuited for some horses, as it requires a sharp and active animal to win here, which is proof of the good results arising from the study of the general character of our race-courses, in accordance with the structural symmetry of the racehorse. The ground on the straight varies all the way; very careful riding is necessary down the hill. It would be a very good course provided the dips and angles were levelled down more uniformly. The venue is nearly two miles from Lewes Station on London, Brighton, and South Coast Railway.

The Course with Gradients.

The under-soil is chalk to a very great depth. It is a right-handed outline,

* Young's "Agricultural Survey of Sussex," 8vo, page 5.

The Lewes Meeting.

Flat Racing only.

and stands at an elevation 486 feet above sea level. The longest gallop is two miles, starting on the hills on the other side of "Cuckoo Bottom," which is a very deep valley between these earthworks. The $1\frac{1}{2}$, $1\frac{1}{4}$, and mile courses are all on the far stretch, which is very hilly. Along the far side there is a rise, running undulatory, from the start of the two miles to the turn into the straight of 175 feet. To the $1\frac{1}{2}$ miles starting post it rises equal to 1 in 27. At the $1\frac{1}{2}$, $1\frac{1}{4}$, and one mile posts the land falls, rising steeply to the turn, and falling again 23 feet on to the run-in of five furlongs.

The Five Furlongs and the **Six Furlongs** start from the same gate. The latter finishes at the second winning post at the extreme end of the paddock.

On the first furlong of the run-in is a fall of 10 feet, equal to 1 in 70, and another 20 feet, equal to 1 in 35, on the first quarter mile, continuing on the fall to the dip. The "Bench mark" above the five furlong post is 463, that at the dip is 400. This declares a fall of 63 feet, equal to 1 in 32 on 660 yards. The last 440 yards are up hill. It is rather an easy, yet awkward descent. The five furlongs (or T.Y.C.) measures about 1,160 yards.

It will be asked, Why have two winning-posts? The one great principle of the Hanover Square firm is to obviate unfairness where it exists. Now it must be admitted that to start a six furlong race round a turn, as was the rule hitherto, is very much against those drawn on the outside. This is unanswerable, therefore the idea of arranging a second winning-post affords a perfectly straight six furlongs. It may not be approved of from a spectator's point of view, but it largely enhances fairness and the chance of each competitor.

The rail side of the run-in is much lower and easier. It is not a course on which to rely too keenly on the form. But if such good going were only available elsewhere what splendid race-courses England would possess!

* * * * *

Ample stabling in the town.

Secretaries and Clerks of the Course.—Messrs. PRATT AND VERRALL, 9, George Street, Hanover Square, London.

Croxton Park Meeting.

Flat and Hurdle-races.



NOTWITHSTANDING that only one day is allotted to the above, it operates in the spring of the year, in conjunction with the Melton Mowbray Hunt, as a very enjoyable termination to the hunting season, in the grass country of the shires around Leicestershire. Among its patrons are the Duke of Rutland, who entertains at Belvoir Castle, and Lord Lonsdale, and a host of others of the landed gentry entertain largely on the course. In a word, it is the sporting conclusion for the subscribers to the Quorn, Belvoir, Cottesmore, and Mr. Fernie's pack.

There are no steeplechases here; the programme is confined to flat and hurdle races. Two events are exclusively for horses owned by members of the Club, and to be ridden by them. The other events are open to jockeys, who put up a 7 lb. penalty.

* * * * *

The Course with Geology and Gradients.

The substrata is ironstone rock or shale at the base, whilst the subsoil is loamy with ironstone, over which is an excellent surface soil, which naturally very quickly dries, and is always very sound. The course is flagged out, the last 200 yards only being railed. All the distances are the exact measurement, except the Farmers' Plate of $2\frac{1}{2}$ miles, which is 44 yards short of that distance.

When the plan of this course, with its capital gallopable gradients, is considered, apart from the exclusive associations, it puts one in wonderment that the executive do not petition for another day to their spring fixture, or even a subsequent date in the autumn. Both the meeting, and the energy of Mr. E. Shelbourn, of Melton Mowbray, well deserve this concession, and I feel sure his Grace the Duke of Rutland—if he were approached on the subject—would not hesitate in giving his sanction to a movement that would prove a delight to its *habitues*, and meet the approbation of all its connections.

Admitted there is a slight right-handed curvature on the five furlongs, yet it does not interfere in any way with an excellent gallop.

The Five Furlongs is rather severe, as it is on the rise the whole way. Yet, as I have said, it is a ripping good gallop, and a true course into the bargain—the slight bend giving but little advantage. There is an incline of 27 feet from the start to the winning-post, without any perceptible undulation on any part of it. The rise to the intersection of the round course is 5 feet, equal to 1 in 92.

There is just a slight undulation on this portion. From this point on the 500 yards is a rise equal to 1 in 149. The last two furlongs is the most severe, especially near the end, where the rise is 12 feet, equal to a gradient of 1 in 110.

The Round Course is right-handed, and in dealing with this section, which is 400 feet above sea level, it will be advisable to follow the general gradients on the entire circuit to the intersection of the straight, which is described above. There is a fall of $7\frac{1}{2}$ feet round the left-hand bottom turn. On the next 450 yards it rises to an elevation of 20 feet, equal to 1 in 66. At the $1\frac{1}{2}$ miles post (Granby Course) the land falls on the first 176 yards 10 feet, equal to 1 in 53. The going then is fairly level to the $1\frac{1}{4}$ miles post, where it begins to fall again to within 100 yards of the mile post—26 feet, equal to 1 in 38.

The Mile Course starts up hill on the first 100 yards, equal to 1 in 50. It then falls on a distance of about 270 yards, equal to 1 in 52, and rises again to $6\frac{1}{2}$ feet on the next 120 yards, then falling gradually to the point joining the run-in.

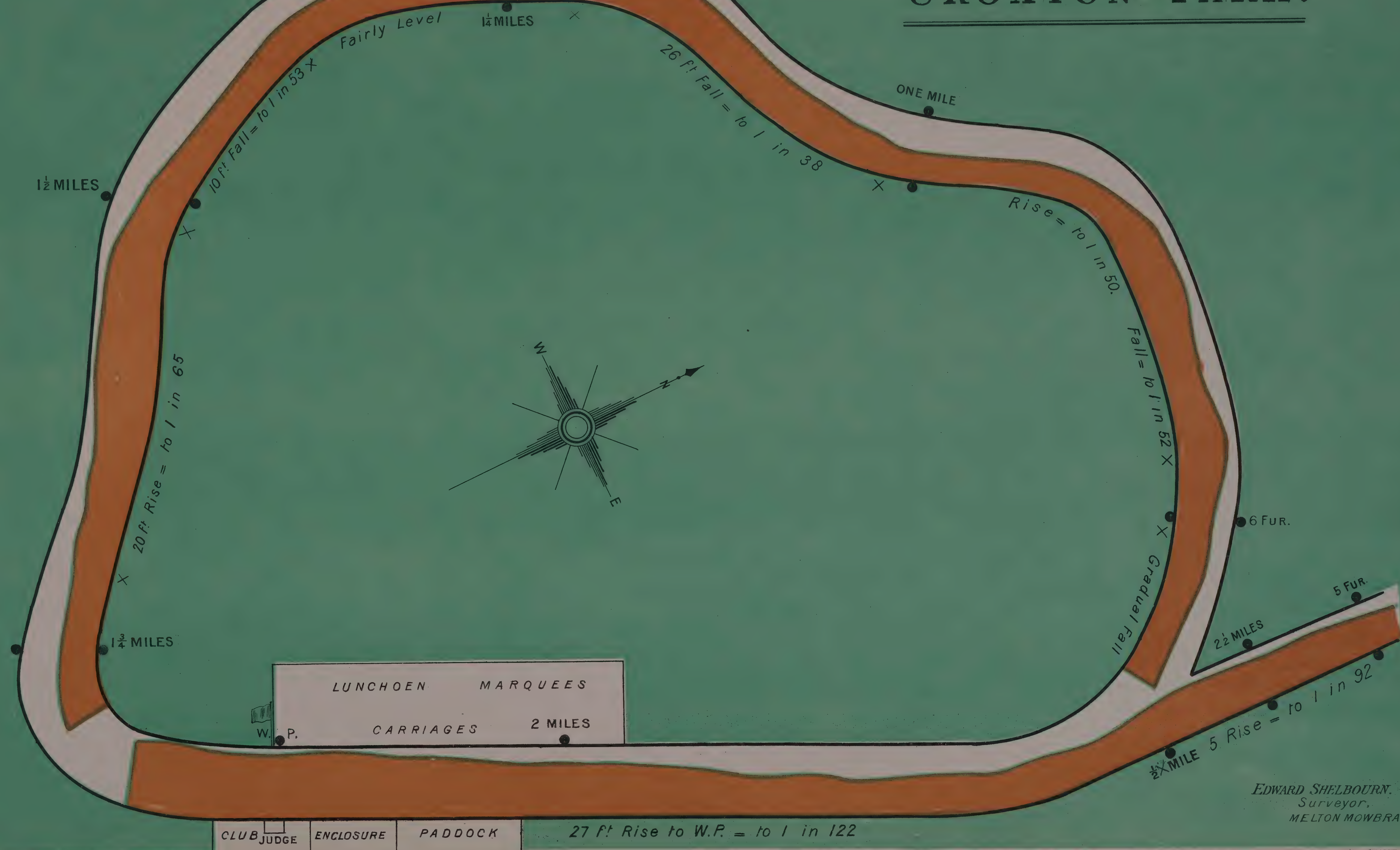
RAILWAY ARRANGEMENTS.—The Midland have an excellent service to Melton Mowbray, and the Great Northern system runs to Waltham-in-the-Wolds, $1\frac{1}{4}$ miles from the course.

Leicester and Folkestone, and perhaps Sandown, are comparable with the round course. With the five furlongs Gosforth Park, Bath, Haydock Park, Sandown Park, and Curragh are very similar. The rise on the straight, although continuous, is very gradual, and without the sudden climb which is experienced at Brighton, Bath, and the July Course (Bunbury finish).

* * * * *

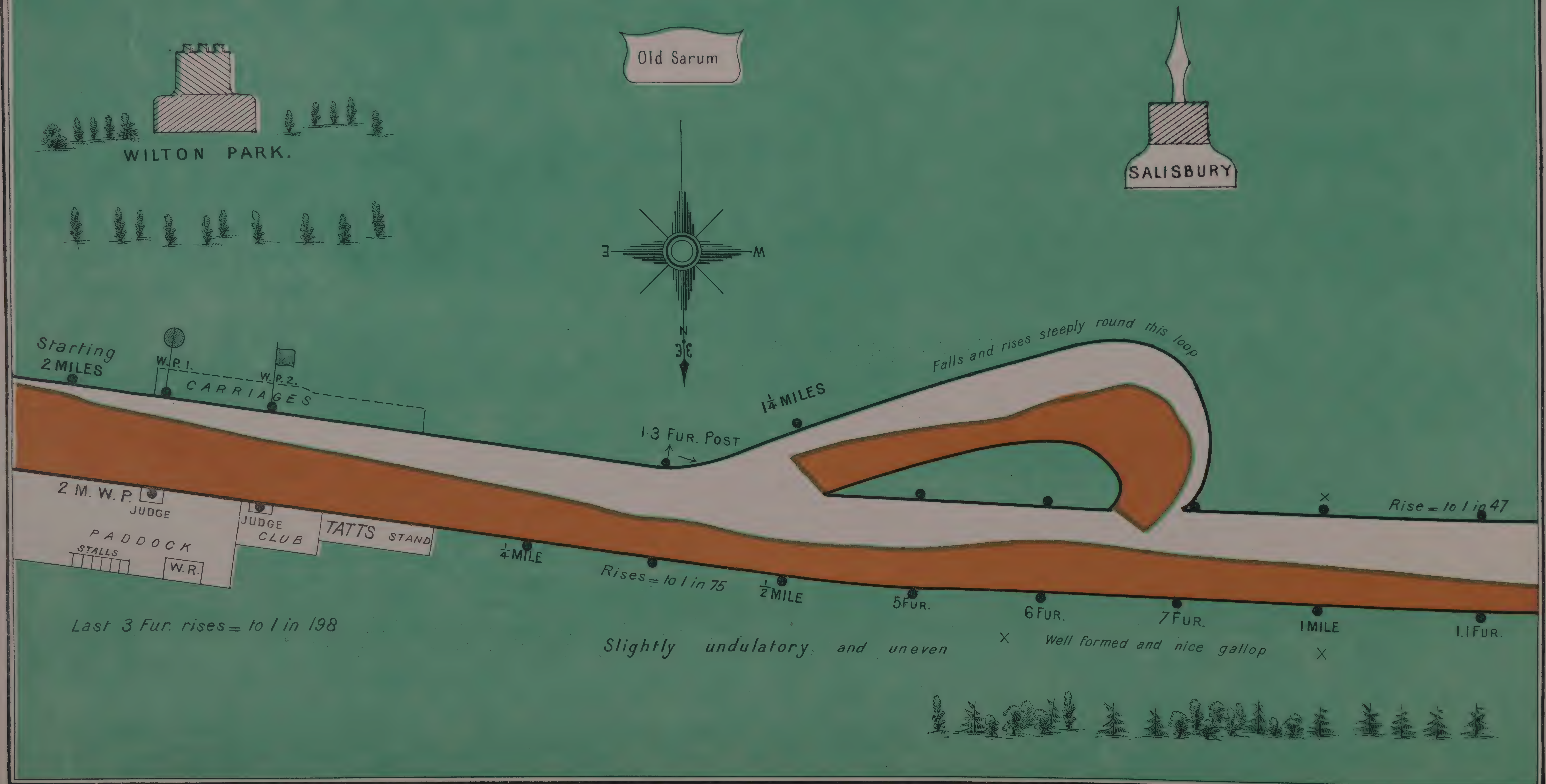
Secretary and Clerk of the Course.—Mr. EDWARD SHELBOURN, Melton Mowbray. Entries also to Messrs. FORD AND SONS, Nottingham. *Hotels.*—Melton Mowbray.

CROXTON PARK.



EDWARD SHELBOURN,
Surveyor,
MELTON MOWBRAY.

SALISBURY.



The Salisbury Meeting. Flat Racing.



NE of the oldest race meetings ever established, as races were held here, but not on the same course, as far back as the year 1646.

The following entry, which is culled from the

record of the churchwardens' account of St. Edmund's in Salisbury, verifies the fact :—" Ringing the race day, that ye Erle of Pembroke his horse woon the cuppe, 5s."

Owing to some dispute regarding the ground at Stockbridge, where the old Bibury Club had held their rendezvous for generations, (which dispute arose from the narrow-mindedness of a neighbouring landowner, a portion of whose property was used for the races), the Committee, in order to avoid their fixture falling into oblivion, were forced to have recourse to new pastures. This person was impervious to the suggestions and concessions contained in the executive's petition for a new term. Eventually the lease expired, and put a regrettable end to one of the best and most fashionable meetings we ever possessed, or are ever likely to possess, not to mention the loss to the small business residents in this quaint little Hampshire town, who looked forward with very natural pleasure to the profit accruing to them from this annual three-day fixture.

It was a favourite meeting of His Majesty, when Prince of Wales, and any number of other big folks, as the Bibury Club members had a day to themselves, and many can boast of being the proud recipients of Royal congratulations on their prowess in the pigskin. After due consideration, the Committee decided to petition the Jockey Club Stewards' permission to transfer their ancient fixture to Salisbury—independent of the latter's May races. The application being granted, "Old Stockbridge" is now held at the above, on the Netherhampton Downs near Wilton Park, the seat of Lord Pembroke.

It is reached from London by the S.W. and G.W. lines, 83 miles. The distance to the course is about three miles, over a very pleasant but rather precipitous drive from Salisbury or Wilton. Salisbury itself is most interesting with the architectural beauty of its Cathedral, and its neighbouring trout streams, the ancient town of Sarum, and the Druidical remains at Stonehenge. The transition from Stockbridge took place in 1899.

* * * * *

The Course—Geology and Contour.

The subsoil is chalk, running to a great thickness, with a good depth of

natural-down-surface-soil, but with all its elevation of 400 feet above sea level it cuts up badly in wet weather, but affords the very best of going in dry weather.

The course is right-handed, one mile and three-quarters in extent. I would draw attention to the fact that there are two winning-posts on this course, one above the Club stand being used for the long distances, finishing up hill. The line for distances over nine furlongs may be judged from the diagram.

The Straight Course on which 1 mile 1 furlong is marked out, bears an irregular form intermediately, but a very good and true finish of 400 yards.

From the start to the winning-post there is an elevation of 60 feet, on a contour running as follows :—The first furlong is equal to a rise of 1 in 47. Between the mile and six furlong posts the ground continues up hill, very evenly formed, and no doubt the better part of the going.

At the five furlong post the width is 30 yards, with a depression on its cross section. The land falls to the half mile post over very hollowy and uneven ground, then rises 7 feet, equal to 1 in 75. On the going about three furlongs from home occurs a sudden hollow right across the course for about 10 yards, resembling the palm of one's hand, with other very irregular parts further on, and an awkward side depression or angle running obliquely.

The rise in the last three furlongs is equal to 1 in 198. The last quarter mile is a very nice gallop indeed, owing to the ground running, as it does at the beginning, very evenly. The distance between the two winning-posts is 102 yards.

* * * * *

REMARKS.—The prospects here are favourable to forming a true and first-class gallop over the straight by levelling the uneven parts that occur on the straight mile.

Hotel.—The County Hotel is reserved exclusively for the members and friends of the Bibury Club during the race week, but free to the public at other times.

Loose boxes.—S. Beckett, The Bell, Ditchampton, Wilts.

Secretaries.—Messrs. WEATHERBY, Old Burlington Street, London.

Clerk of the Course.—Mr. W. E. BUSHBY, 83, Piccadilly, London.



UBILANT as are the pitmen of Northumberland when their well-loved North Derby comes round, they are no whit more enthusiastic than are the shipbuilders and ironworkers of Durham, who flock to the annual races on Mandale Marshes.

This is a three-day fixture, and is among the few very old-established race meetings which are carried on entirely in the interest of the prestige of racing under an honorary Committee. The entire surplus of the races, which take place in August, is devoted to the welfare of the meeting. The chief patrons are the Marquis and Marchioness of Londonderry, and the Right Hon. James Lowther, who hold large house parties at their neighbouring residences, and also give open luncheon parties on the course. The course is situated on the "Mandale Bottom," a small arm of land extending from the north-east coast of Durham, on the river Tees, on the North Eastern line; Great Northern connect at York, and Midland railway at Leeds or York; the latter, *viâ* Sheffield, 236 miles from London. The Great Central and Midland use the station at Thornaby, about half a mile from the stables and course. The Lancashire and Yorkshire Railway have also a good service in the North of England.

The geology is alluvium, with a good deal of peaty ground abounding on these marsh-lands, overlying red sandstone (post-glacial beds). The going is always excellent, and always to be depended upon, as its character is impervious to the very worst of elements. The entire area of the course is quite naturally formed, there being not one single chain of the whole space which has been interrupted. I question if, in very dry weather, better going is to be found anywhere, although it lies very low, being only 25 feet above sea level.

* * * * *

The Course.

The running line is left-handed, about 1 mile 6 furlongs round. The width is 90 feet, with a run-in of 900 yards. All distances are measured to be exact distance in accordance with the

The Stockton Meeting.

Flat Racing only.

conditions of each race. There are two turns which graduate on a good sweeping curve, quite gallopable at top speed.

In so far as gradients go here, there are none worthy of mention that would in any way interfere with the structural symmetry of the racehorse. It is practically a flat course, with sufficient deviation on its outline to relieve the gallop.

The One and a Half Miles starts on the fall. The one and a quarter miles starts on a very good level gallop.

The One Mile also starts on the fall past the seven furlong post; the latter is within 50 yards of the turn.

The Six Furlongs begin right on the curve on the top side, and rise round on to the straight, which affords an excellent finish.

The Five Furlong Course starts up hill, with a straight run over the first furlong, when a bend in the course occurs for a short distance, which gives some advantage to those on the rails; yet the middle of the course is a fair position. The finish of the run-in is very true indeed.

* * * * *

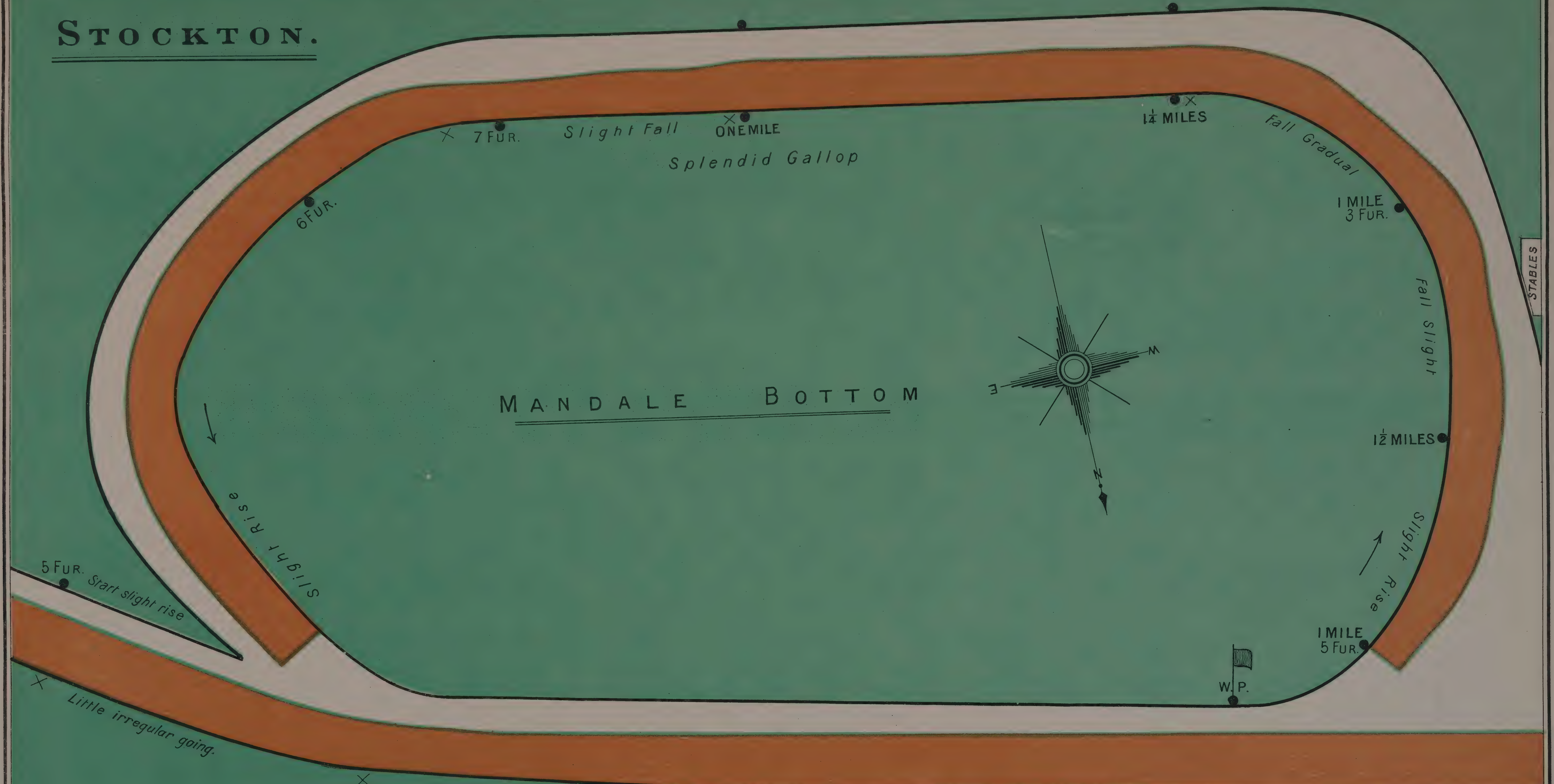
REMARKS.—When the non-mercenary object of the Executive is considered, the splendid manner in which the meeting is conducted, the reasonable charges made for the accommodation provided for visitors, and the excellent course, so far as regards itself, I strongly advocate another meeting on behalf of Stockton.

Hotels.—At Stockton and Saltburn.

Stabling on the course for 140 horses, for which a small charge is now made, but the Committee are contemplating at some future date providing this accommodation free of charge.

Secretary and Clerk of the Course.—Mr. W. E. R. HORNBY, Auctioneer, Stockton-on-Tees, Durham.

STOCKTON.

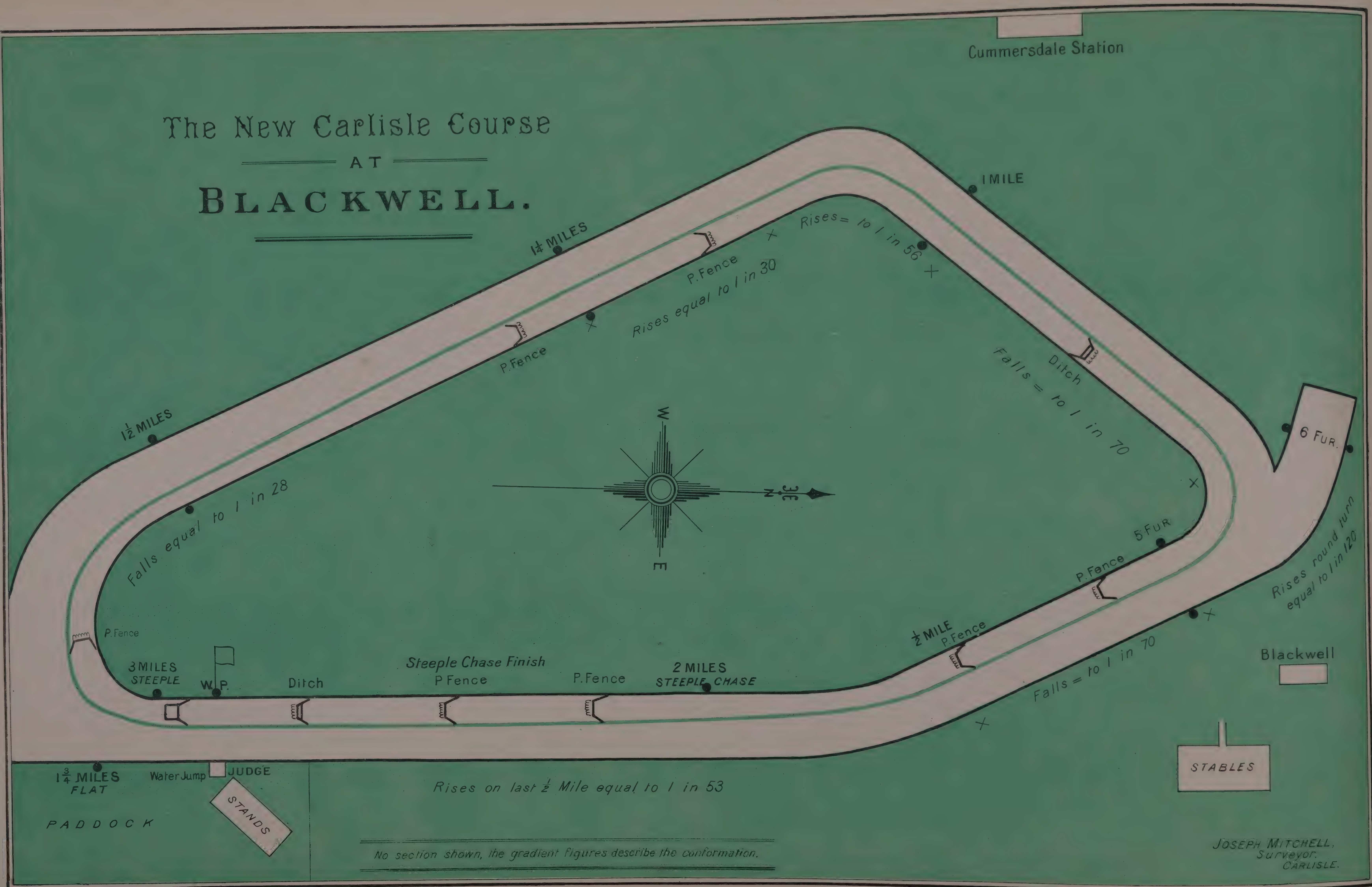


Gradual Rise, very slight to the W.P. → Fine gallop

W. E. R. HORNBY,
STOCKTON-ON-TEES.

TATTS.	JUDGE	CLUB	W. R.	PADDOCK
Marquis of Londonderry and Rt Hon. James Lowther				
PRIVATE LUNCHEON.				

The New Carlisle Course AT BLACKWELL.



JOSEPH MITCHELL,
Surveyor.
CARLISLE.



AFTER the season of 1903 the old-fashioned fixture in Cumberland will be transferred to the newly acquired site at Blackwell, about one and a half miles from the town of Carlisle (Citadel Station), and two miles from the Cummersdale Station on the Maryport and Carlisle Railway, 300 miles from London. The Midland and London and North Western Railways serve the meeting *via* Carlisle, where the executive have worked untiringly to meet the requirements which the present racing reform demands. The Cumberland Plate of £500 still retains its interest and position amongst the Northern sportsmen and patrons of the turf to a very large extent.

With reference to this new venue, to preconceive the general character of the course from a racing point of view, would be, as the American would say, "a little too previous." However, I am very pleased, through the generous courtesy of Mr. Stubbs (Secretary) and Messrs. Dixon and Mitchell (Surveyors), to be in a position to record all the material features concerning the course, and for this I claim no credit, as all thanks are due to the above gentlemen. No one is more grateful than myself for the exceptional opportunity placed in my power of presenting to the readers of this work a plan showing the outline of the New Carlisle Race-course as it will appear at its new venue.

The geology of the new ground comes under the "lower lias" series, which underlies a drift of stony loam, with patches of alluvium (river flat)—*i.e.*, clay and gravel. This speaks well for a good sound surface, provided it is well cared for and cultivated properly under strict and constant supervision.

The Course with Gradients.

The circumference takes a somewhat peculiar outline over a distance of 1 mile 6 furlongs 58 yards. Transversely it is very level indeed, and another very excellent feature which has been observed—is the raising of the ground round the turns making them perfectly gallopable, a feature which I have so strongly advocated for introduction into the outline of many other courses. The

The New Carlisle Course.

Flat, Steeplechases, and Hurdle-races.

course is, in a measure, imperfect, because there is no distance beyond 735 yards quite straight. This is due to a high road which makes this drawback irremediable. In order to clearly describe its contour, I subjoin the following official survey figures. From the winning-post the ground runs level past the turn, from here to within a short distance (35 yards) of the $1\frac{1}{4}$ miles post the land falls 66 feet, equal to 1 in 28. On the following 260 yards is a rise of 26 feet, equal to 1 in 30, rising again round the right-hand top turn, equal to 1 in 56. On the right-hand stretch the going is fairly level until reaching the bend for home, which requires very experienced horsemanship to negotiate to any advantage, rising round the curve equal to 1 in 120 on the short distance of 213 yards, falling on the next 33 yards equal to 1 in 70. From this point to the winning-post is 833 yards (a bend, or curvature, in the course occurs intermediately in the outline, *see plan*), on which there is a rise of 47 feet, equal to 1 in 53.

The Mile Course commences on a perfectly straight gallop for 392 yards. On the first 180 yards is a nicely graduated descent, rising on the next furlong about 9 feet, equal to 1 in 70.

The Seven Furlong Course also starts on the fall equal to 1 in 70.

The Six and Five Furlong Courses start slightly on the rise, equal to 1 in 120. Between the six and five furlongs a fall occurs equal to 1 in 70. The last 200 yards of the course is very gradual in its ascent, there being about 4 feet only on this distance.

The Six Furlong Course starts on a piece of land jutting from the right-hand corner of the round course, and slightly on the curve for 170 yards.

* * * * *

There will be ample stabling erected on the course.

Secretary.—Mr. STUBBS, Carlisle. *Clerks of the Course.*—Messrs. FORD AND SONS, Nottingham.

The Wolverhampton Meeting.



HAT a clever idea was embraced when Dunstall Park was secured for the purposes of racing, and a very well-managed meeting it is, which is held in Staffordshire, 14½ miles from London on the Great Western Railway where the Dunstall Park Station is quite close to the course. The Midland and London and North Western also have a service to Wolverhampton, about two miles away, *via* Birmingham and Walsall. Arrangements to meet every requirement are made on the ground, while the races are wonderfully well attended socially, which speaks volumes for the manner in which it is possible to govern a racing crowd, even in this densely populated district of industry. It is about the only place where the owners, trainers, and press stands are in their proper position—*i.e.*, opposite to the winning-post. There are six fixtures accorded Dunstall Park by the Jockey Club and National Hunt Committees for flat, steeple, and hurdle-racing. Three days in October; two in August, when a Breeders' Foal Stakes of £500 is in the programme, and a hurdle-race of £300 is contested.

* * * * *

The Course—Subsoil and Contour.

The height is 450 feet above sea level. The running line is left-handed, completing one and a half miles in extent. It is twenty-six yards wide, with a run-in of five furlongs, and all over good grass land. The subsoil is of upper soft variegated sandstone (triassic), identified by Sedgwick, as red sandstone overlying magnesian limestone, and classed by him in the Bunter series.

The longest race under Jockey Club rules is 1½ miles, which starts on the rise for a furlong, running level past the 1¼ miles post, round a nicely regulated curve, where no gradient is necessary to make it raceable, on to the 1 mile 1 furlong post, which is also on the curve and very unevenly formed and undulatory.

The mile post is very much better; not so hollowy, but more regular and flat over a furlong to the left-hand top turn, where the ground is again very lumpy,

rising considerably round the turn into the straight for nearly 200 yards to a gradient equal to 1 in 60, which joins the commencement of the five furlongs.

The Six Furlong Course is on a bee-line with the winning-post, just on the rise in the first furlong to the point where it is intersected by the Round Course.

Flat, Steeplechases, and Hurdle-races.

The Five Furlong Course starts on the rise for a short distance, then falls over 60 yards of ground, and rises again at the half-mile point, falling again to within 350 yards of the winning-post, which distance is run on a practically flat surface, affording a very nice finish.

The land is very level all over on its cross section.

* * * * *

The Steeplechase Course

Is one and a quarter miles round taking an intermediate outline bisecting the Round Course on the far side, and running also left-handed. In the two miles race the horses pass the stand twice, jumping the brook opposite to the Club stand once. In the three miles race the brook is jumped twice, and the horses pass the stand three times. The fences are very easy, and built of birch to the order of the National Hunt rules. There are National Hunt flat races of two miles here.

The ground has been well intersected with drainage pipes, and a strong growth of good herbage secures good going, even in bad weather.

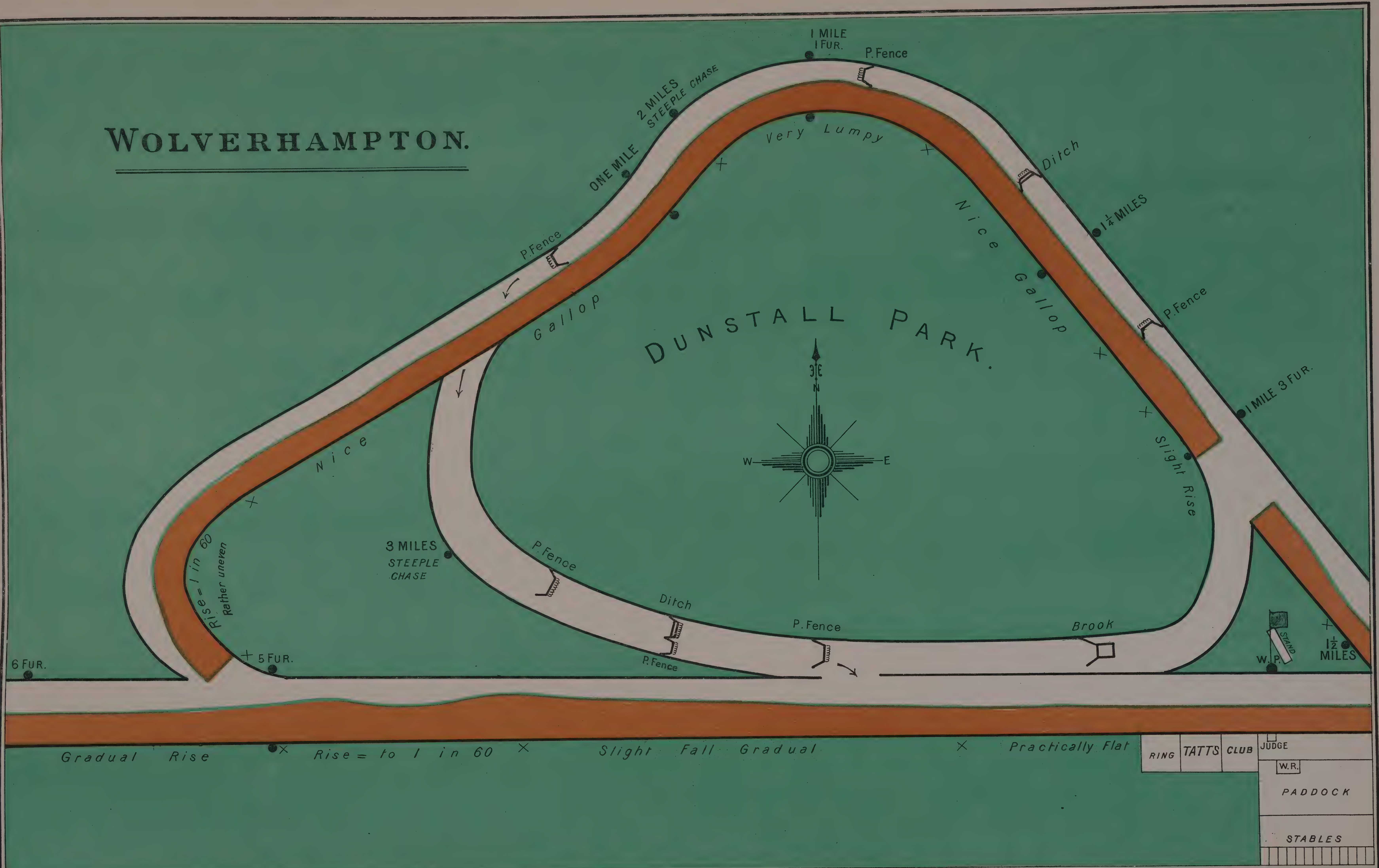
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Stabling on the course adjoining the paddock, with an unloading dock close at hand for 50 horses at a small charge, with ample accommodation in the neighbourhood for the boys in charge of horses.

Secretary.—Mr. E. T. CRESSWELL, 88, Darlington Street, Wolverhampton.

Clerk of the Course.—Mr. JOHN SHELDON, Temple Chambers, Birmingham.

WOLVERHAMPTON.



LINGFIELD PARK MEETING.



NOTE—The positions of Starting posts and Fences are approximately marked.

ONE MILE

7 FUR.

2 MILES
6 FUR.

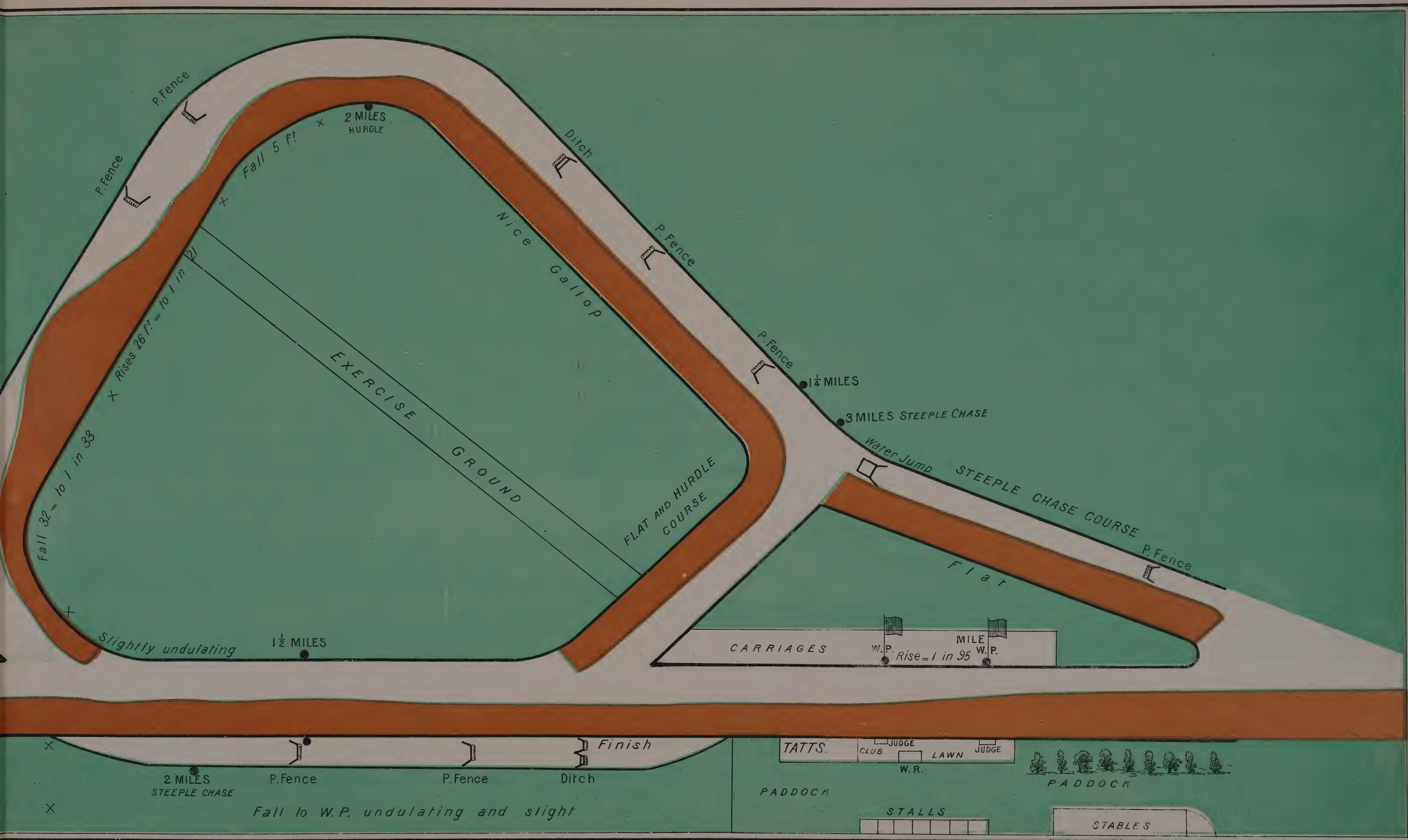
5 FUR.

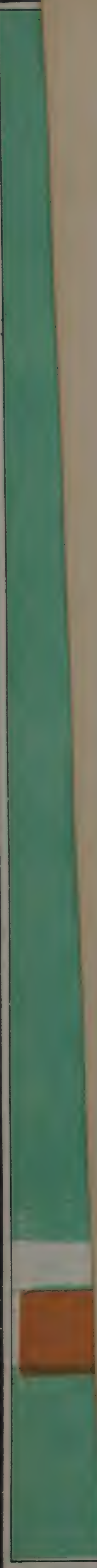
x

Fall 12 ft = to 1 in 175

x

Fall 4 ft = to 1 in 210







CHARMING little fixture, halfway between London and Brighton, with a station closely adjacent to the course. It was established in the year 1890 as a steeplechase and hurdle-race fixture, but in the year 1894 a petition was presented to the Stewards of the Jockey Club asking for Lingfield to be recognised under flat-racing rules. This being granted, its energetic Committee, with the brightest of hopes for a good future, set to work to make their new undertaking the success which it now undoubtedly is. Much labour, of course, was entailed, and possibly some anxious moments were passed in securing this good result, for it is no easy matter now-a-days to embark upon and carry out to a happy issue a racing enterprise against the numerous and (in this case, at any rate) neighbouring oppositions which already exist. But the Lingfield executive piloted their ship without mishap through all the shoals and quicksands which beset them, and it is now, with skilful management and under Royal favour, safely anchored in the harbour of success. I believe I am correct in stating that the initial outlay was £75,000. This money has been most judiciously expended, for, whilst all other necessary requirements have been complied with, that all-essential feature, the cultivation of the ground, has received its due share of careful attention.

On the straight mile and on parts of the hill the ground is made up. I have made many inspections of this place in all sorts of weather, and I do not hesitate to state that it is being supervised by the care and observation necessary to assist Nature in forming good going. As years pass this course will greatly improve I am confident, and eventually be a credit as a race ground, but always very deep in bad weather.

The highest point of the course is 228 feet, whilst the elevation of the Dorman's Park Hotel is over 400 feet above sea level. This is a first-rate hostelry, with most delightful grounds for the recreation of visitors, overlooking a lovely expanse of invigorating country. I strongly recommend it to those attending the races as a very delightful spot. It is also a capital place both in summer and winter. Messrs. Christopher and Letheby also cater for the meeting.

The Lingfield Meeting.

*Flat, Steeplechases,
and Hurdle-races.*

The Geology.—The solid, or substrata, of this district is ironstone to a very great depth. The subsoil consists of Weald clay (*see* Geological Chapter). There also abounds a great quantity of Horsham stone and Fuller's earth in these parts. Overlying the above is an artificial layer of about 12 inches of good block "middle chalk," which is covered with 18 inches of good earth soil and loam, wonderfully well manured, with a strong growth of

productive grasses. As a rule, it is very good going indeed, but after a lot of rain it becomes very deep, yet not very holding, except after a continuous fall of rain, when all the round course becomes exceedingly tenacious.

* * * * *

The Course with its Gradients.

It takes a running-line, left-handed. Without traversing the same ground twice, there is a distance of 1 mile 3 furlongs less 20 yards, starting from the beginning of the "Loop" to the winning-post.

The length round the loop and hill is one mile less about 70 yards. The straight course is exactly 1,760 yards. The width varies round the hill, but on the straight it is 60 feet wide, with a run-in of just over half a mile, while its cross-section is so very true that there is no advantage in the draw for places on the straight course. This line is measured in the middle of the course.

The Round Course, on turning out of the straight, in the $1\frac{1}{2}$ miles race, is just on the rise, running nice and level to the first turn, where the land continues on the rise gradually, and, before a steep hill is approached, a very nice undulating gallop is afforded on a well graduated curvature. The hill occurs on the left hand, and rises to 26 feet on 183 yards, equal to 1 in 21, then falling right on to the turn into the straight to 32 feet, a distance of about 350 yards, equal to 1 in 33. The first 150 yards of this descent is very precipitous. Before this climb is encountered there is a fall of 5 feet on 100 yards, equal to 1 in 60. This line is measured 15 feet from the rail-side.

The Straight Mile is a very true one, and may rank as the very easiest of mile courses in the United Kingdom. On the first three furlongs the ground falls 14 feet, equal to 1 in 142, the intermediate furlong, that is the 220 yards which follow the seven furlong starting-post, being much steeper than the distance preceding it, and the furlong on to the five furlong post. The last 85 yards begins just in front of the first winning-post, on which is a rise equal to 1 in 95.

The Seven and Six Furlong Courses start down hill.

The Five Furlong Course commences slightly on a rise, continuing on to the intersection of the round course, equal to 1 in 210. The last half-mile is nicely undulating, though I have noticed that some horses falter just about where the round course joins the run-in, and from the loop the ground is practically flat, with just a tendency to fall to within 25 yards of the first winning-post. The distance between the upper and lower winning-posts is 70 yards. The second winning-post, which is on the hill, is only used for the mile races. The straight mile, as I have already stated, is the very easiest we possess, and may be classed with Nottingham. I know of no more suitable outline than the above places possess for a roguish temperament or any other form of obstinacy which many of our English thoroughbreds inherit or contract.

* * * * *

The Steeplechase Course.

Although this is a very easy course, it requires a strong horse to negotiate it successfully. The jumps are what are known as "brush fences" growing on banks of oval-leaved-evergreen-privet, faced with birch. The ditches are faced with gorse, and all built straight up to the full regulation order. The round course is comparable with Nottingham,

Hawthorn Hill, and Warwick, all being left-handed, and almost identical in their hilly conformation, especially on the distances approaching the entrance to the run home, which is at each place on the fall.

* * * * *

The Dorman's Park Hotel is $1\frac{1}{4}$ miles walk from the paddock down the course, at which there is a motor garage.

Stabling on the course for 140 horses at 10s. per night, including forage, and lodging also provided for the lads.

Secretary and Clerk of the Course.—Mr. R. R. FOWLER, Lingfield, Surrey.

* * * * *

NOTE.—I must draw attention here to a misleading statement in Messrs. Weatherby's "Calendar." In the description of courses they say that on the first half mile at Lingfield the gradient is equal to 1 in 76, which is a declivity of 36 feet. Now, as a matter of survey, there is only a fall on the first 660 yards (three furlongs) of about 14 feet. The next, or fourth furlong, is unquestionably on the rise. Secondly, they state that the last four furlongs is equal to a falling gradient of 1 in 200, which registers another declivity of over 13 feet, making the entire fall on the 1,760 yards 48 feet, whereas the entire declivity does not exceed 17 feet; while the last 85 yards of the mile is decidedly up hill. Further, they say that the distance between the two winning-posts is 30 yards. If trouble were expended to carry the survey chain over this space, a measurement of 70 yards would be discovered between them. I suggest that before matter of this kind is printed, its accuracy should be ascertained. I may also mention that "Ruff's" Guide, in its description of the different courses, has fallen into the same error.



HOTEL, SOUTH FRONT.



BLACKWELL HOLLOW.
One of the many beautiful views in the district.




FRONT VIEW OF HOTEL.



THE LAWNS.

THE DORMAN'S PARK HOTEL, LINGFIELD.

EPSOM DOWNS.


From the Downs House to this point
is an elevation of 100 feet equal
to 1 in 27 on the $\frac{1}{2}$ mile. 

OLD
WOODCOTE ST.
6 FUR.
T.Y.C.

ONE MILE

7 FUR.


6 FUR.


Fall = to 1 in 75 

Rises $9\frac{1}{2}$ feet = to 1 in 107



Good
gallop

 5 FUR.

Falls 32 feet = to 1 in 23 

Splendid
Gallop

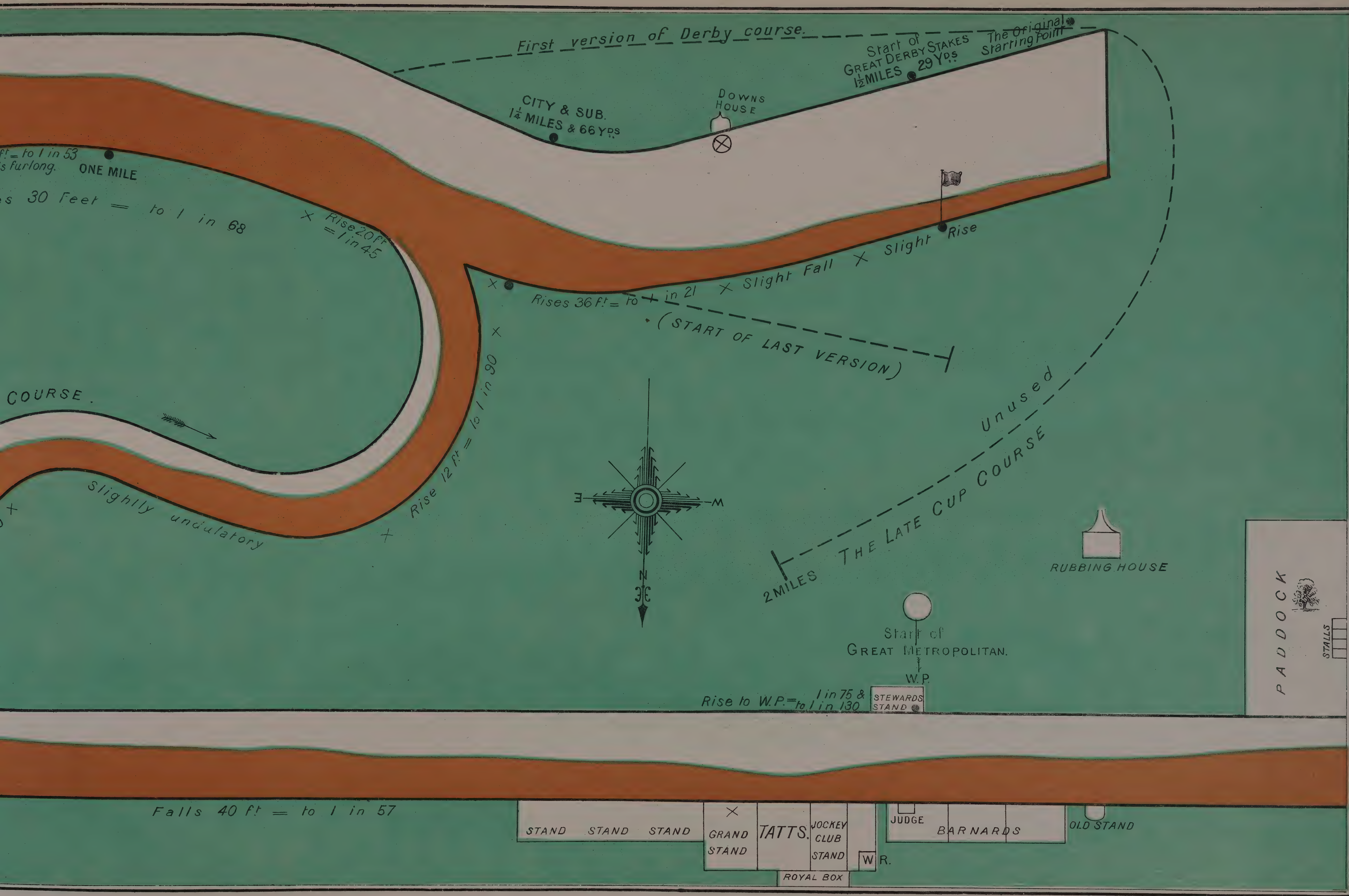
THE FAMOUS
TATTENHAM CORNER

THE GREAT METROPOLITAN

Rise of 12 ft. = 1 in 60

Rise 14
on the
7 FUR.
Rise

NOTE— Starting posts placed approximately.



First version of Derby course.

Start of GREAT DERBY STAKES 1 1/2 MILES 29 Yds

The Original Starting Point

CITY & SUB. 1 1/2 MILES & 66 Yds

DOWNS HOUSE

ONE MILE

30 Feet = to 1 in 68

Rise 20 ft = 1 in 45

COURSE

slightly undulatory

Rise 12 ft = 1 in 90

Rises 36 ft = 1 in 21

(START OF LAST VERSION)

2 MILES THE LATE CUP COURSE

Unused



RUBBING HOUSE

Start of GREAT METROPOLITAN.

W.P.

Rise to W.P. = 1 in 75 & to 1 in 130

STEWARDS STAND

Paddock

STALLS

Falls 40 ft = 1 in 57

STAND STAND STAND

GRAND STAND

TATTS.

JOCKEY CLUB STAND

W R.

JUDGE

BARNARDS

OLD STAND

ROYAL BOX

The Epsom Meeting.



NOTWITHSTANDING the many volumes that have been compiled on the subject of Epsom Downs, the Derby, and the City and Suburban, etc., it is a remarkable fact that little trace can be found of any material

reference to the course itself—that course which during the race weeks is overrun by a horde of scavengers who—like the Carthaginian sutlers of old who were wont to gather up the rings of the Roman knights, and heap them together into baskets—do most valuable work by gathering up the bits of paper, and other refuse and *débris* which accumulate to such an alarming and dangerous extent on occasions such as these. This excellent practice of (literally) picking up the pieces also prevails at Brighton, and should be employed at Kempton and other places where (particularly on Bank Holidays) such a tidying up of the course would be of the utmost service.

The Epsom Course has undergone many alterations, and the present outline, (known as the high-level) is the third version of the starting-line of the Great Derby Stakes.

Horse-racing as a pastime on Epsom Downs can be traced back to the year 1711.

The Derby was first run in 1780, the Oaks in 1779, the City and Suburban in 1851, and the Great Metropolitan in 1846.

In 1854 *Virago*, a three-year old, won the City and Suburban and the Great Metropolitan on the same day. At that period there were three meetings annually at Epsom.

In the year 1845 the Spring Meeting was a one-day affair, only for Sweepstakes in heats, a custom much in vogue in those days. At the beginning of the present century the new Station was erected at Tattenham Corner, communicating with the course, about 1,150 yards from the Grand Stand.

In the account of Ascot the position of "Judge" is mentioned, and in reference to this, I may relate the following anecdote: It was customary, early in the nineteenth century, for the owner of the Winner of the Derby to commemorate his achievement of a sportsman's ambition by making the

Judge a present. Lord ———, having won the eventful race, the Judge naturally proffered his congratulations, receiving in return his lordship's thanks—but nothing further. The following day the official again repeated his satisfaction at his lordship's success. Lord ———,

thinking it rather odd, mentioned the matter to a friend, who observed that it did not matter a tinker's d—n to the Judge who won the Derby, but, "maybe you have forgotten the usual *douceur*, my boy!" An heirloom that may belong to the successors of Mr. Clark from generation to generation.

The Durdans, the residence of Lord Rosebery, holds a prominent place in the history of Kings. It was here, in 1662, that King Charles II. and his Queen, and Prince Rupert dined with the Earl of Berkeley.

Epsom Downs is upon chalk, running to a great depth, and situated over 500 feet above sea level. One advantage of such an altitude is that it furnishes a safeguard against the ground ever becoming dangerously hard. Epsom and Brighton are on the best of virgin-down-land, and, as regards conformation, it only rests with an enterprising executive to make them both equal to any other in the country, by remedying their unseemly form to a more consistent level; as authority is held under lease from the Lord of the Manor no difficulty can arise. The hollow at Tattenham Corner should certainly be filled up.

If it were possible to transfer High Gosforth Park, Goodwood, or even Hooton Park on to the Surrey downs, then we should have the historic Derby and Oaks competed for over a true course, instead of which the Epsom Course is very much out of grade with a reasonable and true outline, both longitudinally and transversely. The cross form at the Derby and City and Suburban starting-posts is very unequal indeed, especially at the starting point of the City and Suburban, where the rail side is quite six feet lower than the far side.

The measurement, speaking of the Derby, is 1 mile 4 furlongs and 29 yards. I should like to ask why are not the Derby and Oaks run over the exact distance of 1½ miles? This also applies to the City and Suburban. Why, again I ask, are 66 extra yards added on to the 1¼ miles?

The Gradients on the Entire Course.

The present Derby Stakes are contested on the new high level course, measuring 1 mile 4 furlongs 29 yards, and opened in year 1872. This position is 22 feet higher than the starting-post of the last course. It has a width of 180 feet, falling from the far-side on its cross-section. From the start of the Derby course the ground rises, and falls slightly until reaching the road at the Downs House, where it commences to rise rather steeply on to the City and Suburban starting-post to 36 feet, equal to 1 in 21. At the $1\frac{1}{4}$ post (City and Suburban) the start is very untrue, as in a width of 63 paces there is a depression towards the rail on the stand, or left side, of nearly six feet. On the 300 yards past the $1\frac{1}{4}$ miles starting post, the rise continues much steeper, there being in this distance a gradient of 20 feet, equal to 1 in 45. On the next 690 yards, which reaches just past the seven furlong post, is a rise of 30 feet more, equal to 1 in 68. The rise between the mile and seven furlong post is 14 feet, equal to 1 in 53. The truest and best going on the round course, occurs on the curve about the position of the old Woodcote Stakes post (six furlongs), owing to its undulatory formation. From the six furlongs the land falls on to a hollow on Tattenham Corner, then rises very slightly to the fall on the run home. The intermediate stages from the corner may be followed on the straight mile.

The Straight Mile.—I am fully aware of the difficulties, in reference to this line, that Mr. Dorling and others have had to face in acquiring the only available property capable of meeting every requirement, and thereby complying with the new clause in the Racing Rules. Yet to describe the outline as being straight is a misnomer, because it is no more straight than one side of a shepherd's crook. However, they have done all that circumstances will permit. The gallop to the five furlong post is a very good one, taking a right and left-handed, or zigzag outline, but very slightly deviating from the straight. The going is well covered with good trefoil grasses, on an average width of ground, and very true on its cross-sections. It commences slightly on the fall for 100 yards, equal to 1 in 75. Then it rises continuously on to the six furlongs

post to $9\frac{1}{2}$ feet, equal to 1 in 107. The ground on to the start of the five furlongs is a splendid bit of going, and possesses great evenness.

The Mile, Seven and Six Furlongs are not viewable from the stand until the horses approach the five furlongs position, owing to the zigzag contour of the course.

The Five Furlong Course is in full view the whole way. On the first furlong, or perhaps 240 yards, there is a big descent of 32 feet to the point on Tattenham Corner, equal to a falling gradient of 1 in 23. This is the highest point of the course, viz., 508 feet above sea level. The remainder of this course follows a downhill grade from Tattenham Corner, with two slight undulations on the course about midway. The descent to the bottom of the hill is about 750 yards on a falling gradient of 40 feet, equal to 1 in 57. The side section along here is very pronounced, and falls variably from the stand side, which assists the gallop more so than if the land fell from the rails side. The last furlong takes a gradual incline, equal to 1 in 75 at first, and finishing on a rising grade, equal to 1 in 130. A very much truer finish than Brighton, being very true indeed on the last 220 yards transversely.

* * * * *

The Intersection of the Metropolitan Course.

This outline commences at the Winning Post, and runs the reverse way of the straight for 765 yards, at which point it takes a right-handed winding line right across the body of the Downs, joining the Derby Course above the start of the City and Suburban starting-post. The entire length of this irregular loop is 1,105 yards. On to the first tan (which is Tadworth Road) is a rise of 12 feet, equal to 1 in 60. On the following 400 yards is a little undulation. To the point where the Watton Road crosses the course (about 150 yards in front of the City and Suburban post) another rise occurs of 12 feet more, beginning (equal to 1 in 90) on the intermediate portion equal to 1 in 130, and joining the Derby Course on an incline equal to 1 in 60. This shows an acclivity on the line which intersects the body of the Downs of 24 feet, equal to a gradient of 1 in 134.

NOTE.—The following will show the advantage of position on the Epsom course from the turning point at Tattenham Corner to the winning-post.

By way of a clear illustration, I have taken nine horses running in their respective places over the distance above mentioned (about 5 furlongs). The relative measurements are: No. 1 covers 88 yards, No. 2 72 yards, No. 3 69 yards, No. 4 57 yards, No. 5 46 yards, No. 6 35 yards, No. 7 23 yards, and No. 8 11 yards less than No. 9.

On the last half a mile the horse on the rails is covering 18 yards less than the animal near the centre of the course.

From the distance-post to winning-post the rails have an advantage of 2 feet.

REMARKS.—Why are there not the same restrictions here as at Doncaster, Liverpool, York, Stockton, and Warwick, where there is no trouble experienced in keeping the public from the course entirely? This wise precaution adds wonderfully to the going and general aspect of the meeting. It is opportune, while writing of the ever-will-be popular Epsom Downs, to draw particular attention to what is a small matter, perhaps, in the estimation of some, but is nevertheless one that it will be wise to adopt, not only here but at all other places where the course is not provided with it. I refer to that all-essential guide, a fixed rail round the entire outline of the course. During the earlier years of this popular event it was perhaps not thought to be necessary, owing to the jockeys being older and more generally experienced. But, nowadays, when the majority of the jockeys (thanks to that capital rule affecting apprentices which Mr. Leopold de Rothschild so closely supported being carried, a measure whereby the lowest weight in handicaps and selling races was fixed at 5 st. 9 lb., in lieu of 6 st. 0 lb.) are mere inexperienced boys—in so far as the ins and outs of such a perplexing, twisting and turning occurs, without a rail to follow the actual outline in the race for the Metropolitan. I would suggest that the entire Metropolitan course be chained out, especially at the point which caused the incident to arise in this race at the Spring Meeting in 1903, which, I trust, will

remain phenomenal in the annals of Epsom Downs. Major Edwards' horse, *Wavelet's Pride*, in a big field, made the whole of the running in the Great Metropolitan ($2\frac{1}{4}$ miles), and won easily. On returning to scale, Sir Edgar Vincent's jockey, Trigg, who rode *Parody*, objected on the ground that all the horses except his mount and *Induction* had gone the wrong course. The Stewards ultimately decided the race to be run over again. Five competed, including *Parody*, with the same result, that *Wavelet's Pride*, a bay horse by *Fernandez* out of *Wavelet*, 6 years old, half way up the straight was quite 100 yards in front—yet only won by a head. Little Hardy, by easing up too soon, nearly lost the race by an accident.

Under what conditions "Barnard's" stands are held I am unable to say, but, to my mind, the time has arrived when an attempt should be made to remove some of the authority which empowers this family to monopolise the most advantageous part of Epsom race-course, which I contend should be occupied by enclosures whose claims to this important position is unchallenged. It is positively provoking to think that the Royal enclosure, not to speak of the professional and other qualified element who pay large fees for boxes, etc., should be deprived of a proper view of the races at Epsom, whilst this plebeian enclosure, "Barnard's," is indulged with the absolute view of the last 60 yards of the most classic events in our racing annals.

Stabling at Tattenham Corner for 40 horses.

Secretaries.—Messrs. WEATHERBY AND SONS, Old Burlington Street, London.


Clerk of the Course.—Mr. J. DORLING, Epsom, Surrey.

Offices of the Epsom Race Course Association, Ely Place, Holborn Viaduct, London.

Facilities for reaching the Epsom Downs are *via* London, Brighton, and South Coast direct to the Downs Station, also the town. The London and South Western run to the town station, and the South Eastern and Chatham line have a station at Tattenham Corner.

The Brighton Meeting.

Flat Racing only.

ERHAPS my remarks in reference to these south downs, which have been described "as the threshold of England," will not raise me in the estimation of those whom they may, from a business point of view, concern, but I have pledged myself to detail facts, and serviceable facts alone, without the slightest partiality, prejudice, or ill-feeling disturbing my efforts, in order to define, as clearly as my feeble quill will permit, the advantages and disadvantages with which this work has to deal, and to leave something behind me that will operate as evidence of the fact of my existence.

I would that, to commence with, it were possible for me to characterise the race-course on White Hawk Hill as being one favourable to racing. Yet, as I understand it to be the property of the Brighton Corporation, there is no reason to adduce why it should not bear this credit, by levelling down to some condition more reasonable in outline. Its fine chalky base is the foundation of a course quite equal, and infinitely superior to many I could enumerate.

The geology on these Sussex downs is "middle chalk," and runs to a great thickness in this district. The lower strata here is the cause of its surface soil being so sound and springy, and very much less liable to jar the shoulder. Chalk is very porous, and capable of retaining that amount of moisture necessary to satisfy the thirst of the turf above it, without causing it to become unstable,* and for this reason it holds a big advantage over many districts.

I am certain that it would be to the interest of the Executive, were a desire manifest to modify the contour of the course to some line more consistent with the wants of the present times.

Another matter open to great improvement is the paddock. I have gazed and wondered many a time at the hair-breadth escapes from being maimed for life. I should like to ask, in the event of something of the kind happening (and it has been within an ace of taking place very often)—Who is responsible?

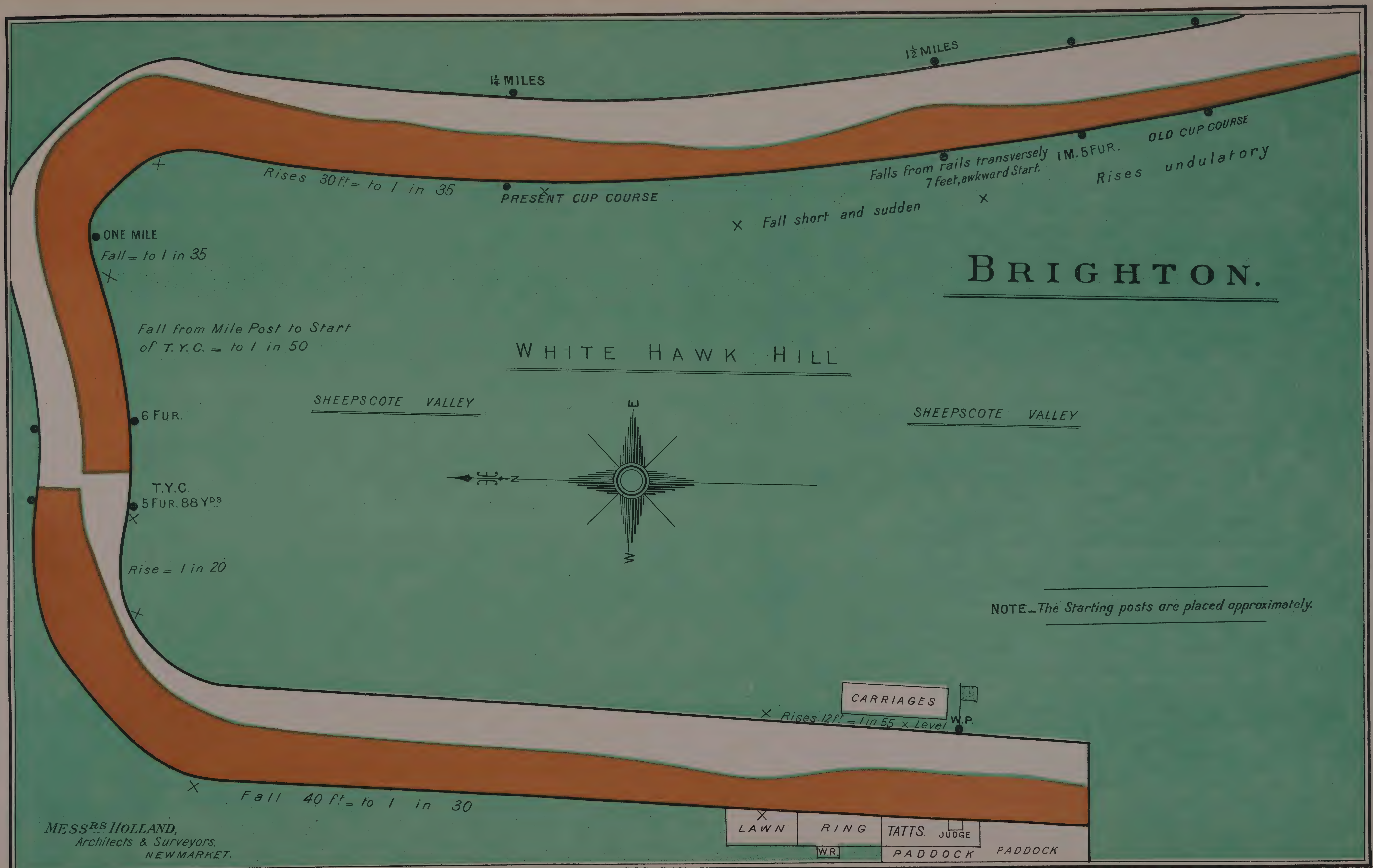
All paddocks should be arranged uniformly with the *personnel* that supports the meeting, but as things are almost invariably left unremedied until some unfortunate victim has suffered, this will in all probability be overlooked. At one time they actually held the auction of horses in the centre of Tattersalls' enclosure; and to the author of this work, Mr. Dowling owes the suggestion to alter this dangerous practice.

It is generally accepted that Brighton is very similar to Epsom, and they are invariably held as being identical. In point of fact, nothing could be more misleading than to believe such to be the case. They are usually associated because of the up-and-down form on the run-in.

Now, in order to realise this distinction, the plan and description at both places should be carefully studied and digested, when it will be clearly seen how opposite they are in conformation to each other, as being compatible with the structural symmetry of the racehorse. Admitted that in point of delineation they are more or less alike, but Brighton possesses a very precipitous declivity from the turn—and an extremely awkward turn into the bargain, with a very trying finish. Now Epsom course is down an easy and gradual declivity, whilst the short rise to the winning-post requires but little effort.

The turn into the straight here is very awkward. The ground seems to slip from under the horses' feet; they are unable to grip the ground, but flounder all over the course, those on the rails being kept there by others near to them. Then, again, where such a steepness presents itself, the formation of many horses prevents them from utilising their proper action. Again, when the bottom is reached, a fresh trouble arises, due to a rise on the ground, which is anything but graduated. It is a frequent occurrence to see horses stop at this point as if they had been shot at with a catapult, or had broken a blood vessel. Old *Pheon*, to wit, was a splendid example. He always inspired his owner and trainer with hope (not to speak of his backers) when coming down into the bottom, but all the short oats in Sussex would never have induced him to climb the finish. I have also witnessed other

* Lyall's "Elements of Geology," Vol. I., page 56. 1841. And Dixon's "Geology of Sussex," Second Edition.



horses unable to act here, who have cantered away with races over the Rowley Mile, the Rous Course, and *vice versa*.

* * * * *

The Contour of the Entire Course.

The course is left-handed, two miles in extent, about 26 paces wide, with a run-in of about 900 yards. There are no straight courses.

The Two Miles and the start of the Brighton Stakes is the lowest part, and entirely unviewable from even the very summit of the stand.

The Stakes Course is $1\frac{1}{2}$ miles on the rise. **The Cup Course** is 1 mile 2 furlongs on the fall considerably for 200 yards, when another more severe rise occurs equal to 1 in 25, over 250 yards of ground, still running up hill to 132 yards of the mile post, of 30 feet more, equal to 1 in 35. This is the highest part of the course, and 75 feet higher than the dip at the stand.

The Mile Course.—The ground lies, after the start of the mile, on a falling gradient to the six furlong post, continuing on a fall of 25 feet, equal to 1 in 69 to the start of the T.Y.C. (5 furlongs and 88 yards).

The Five Furlongs (T.Y.C.)—This race is 88 yards over the 5 furlongs, and begins on the rise of 6 feet, equal to 1 in 20, followed by a declivity of 42 feet, a gradient equal to 1 in 30. The elevation from 88 yards beyond the mile post, compared with the lowest level on the straight or run-in, a distance of 1,378 yards, is 75 feet, equal to 1 in 54.

On the last furlong is a rise of 12 feet, equal to 1 in 55. The last 40 yards to the winning-post is very level indeed, but the rise preceding it is very trying, and many horses resolutely refuse to face it.

The course is about two miles from the station. The direct route is *viâ* London, Brighton and South Coast Railway. The Corporation have laid down a line of electric cars within half a mile of the station right up to the grand stand.

* * * * *

REMARKS.—The horse drawn on the outside has much the worst of the races. Small, active horses suit this course best. The turn into the straight is very troublesome to negotiate. This is another place where stabling on the course would be a great essentiality.

Clerk of the Course.—Mr. J. DORLING, Epsom, Surrey.



The Warwick Meeting.

Flat, Steeplechases,
and Hurdle-races.



WARWICK in the reign of Henry III. was a military rendezvous, and by Camden was called the *præsidium* of the Romans, but this is disputed by other historians.

However, it is undoubted that a considerable stronghold was known here long before the Norman Conquest. The quaint, old town, which was associated so much with the "War of the Roses," still retains its antiquated aspect. Queen Etheldreda, in the year 915, laid the foundation of a fortress on the same site as that on which Geoffrey de Clinton subsequently founded the castle. King Henry I. lived here, and placed a garrison within its castellated walls, when his own son rebelled against him.

In writing of Warwick and its charming accessories and surroundings, one is sorely tempted to plunge deeply into the many interesting associations with the quaint old town and castle. There are many of the old customs which are usages to the present day; but as it may be thought that I am cramming my pages with the researches of other minds and travelling beyond the legitimate province of these observations, *revenons*, etc.

Warwick is 110 miles from London by the Great Western and London and North-Western lines. The drive from the former is one mile, from the latter about two miles; from Leamington about $3\frac{1}{2}$ miles, where every accommodation is obtainable.

There are four meetings each year; one is devoted to steeplechases and hurdle jumping, as is the last day of the November three-day meeting. The stakes are of very fair average value.

* * * * *

The Course with its Gradients and Geology.

The undersoil is a rich one of "new red marl," belonging to the Keuper beds, and forms very rich pasture, the component parts being gravel, loam, and mixed marl. The water-bearing stratum underlying this district is responsible for the excellence of the water at Burton-on-Trent. It contains valuable proportions

of sulphate of lime, obtained from the gypsum and marl.

The Course is 200 feet above sea level at the highest point, and 165 feet at the lowest part of the run-in, which describes an elevation along the top side of 35 feet. The steeplechase course crosses the flat course at this point.

The line of running is right-handed, 1 mile 6 furlongs and 60 yards round; the width varies from 60 feet upwards, and the run-in is very short, being under three furlongs. There are no straight courses; the six and five furlongs have a big left-handed elbow on the line of running just about the half distance.

The ground is good old turf, and Mr. Pritchard has greatly improved the straight by obtaining permission from the local authorities to preserve the run-in. It is well drained, and quickly becomes dry, but continuous rains reduce it to a deep and slodgy condition. By way of a hint, sheep would be far more beneficial to the turf than horses and cattle grazing upon it.

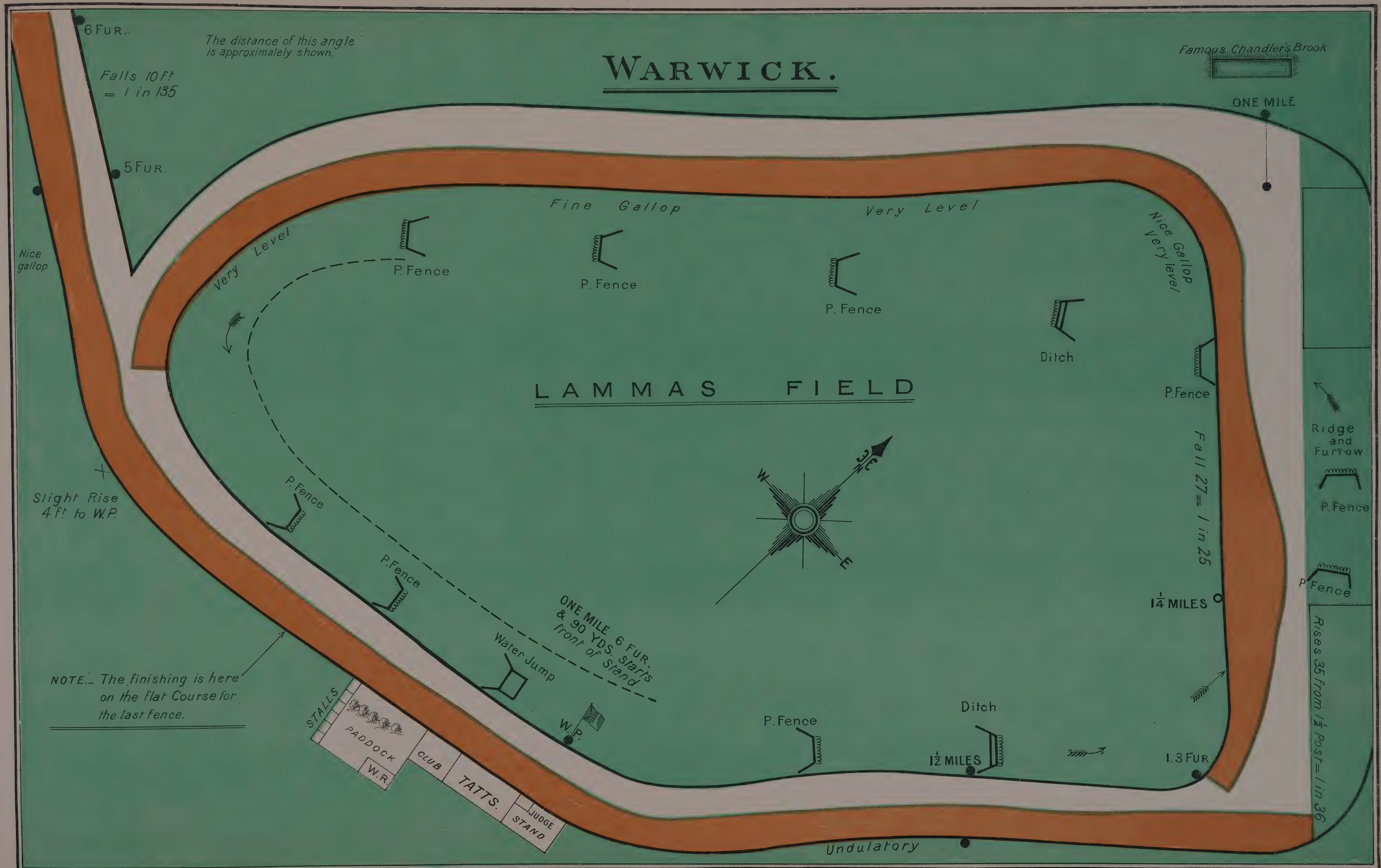
The Round Course.—The longest race starts in front of the stand—1 mile 6 furlongs and 90 yards; the extra yards have been added to obtain a true start from the "gate" before reaching the fall of the land round the bottom turn.

The Mile and a Half Course begins on the rise to the $1\frac{1}{4}$ miles post of 34 feet, equal to a gradient of 1 in 36, which is pretty severe.

At the mile and a quarter post begins a very steep declivity for 230 yards of 27 feet, equal to a fall of 1 in 25.

The Mile Starting Gate is facing a perfectly straight line to the intersection of the run-in, on a very level gallop. The turn into the straight is far too flat, and should be raised considerably, in order to help the riders to avoid running very wide.

The Six and Five Furlong Courses.—The former falls gradually to the five furlongs "gate," then runs undulatory round the curve, about the last-named position, where a water course gives an awkward swell on the surface. The run-in is



practically flat, but the land is a trifle uneven, yet very true in its cross form, with a good covering of grass.

This course is over two sides of a triangle, while the curve, or elbow, gives an immense advantage to the inner line.

* * * * *

The Steeplechase Course.

This line takes an inside position almost with the flat (*see plan*). The fences are of strong birch and very well built, most of them packed. The last fence, I am inclined to say, is a trifle too big. The ditches have a rail banked about half way, with the fences built slightly outward. The water jump is opposite the stand. There is too much ridge and furrow for this course to be a good one over which to race good class horses.

In addition to nine days' racing, Mr. Pritchard, in the year 1902, approached the National Hunt Committee with the view of having the popular National Hunt Steeplechase contested at Warwick. In this he was successful, and the Committee sanctioned the application, provided a four miles course over a natural hunting country could be flagged out. This was a small matter, because, owing to the agreement of one of the adjoining land owners, there is no area of land better adapted for the purpose than Warwick.

After the sacrifice of many fine old trees, hawthorn and bramble hedges, a purely natural course was found which, fortunately, to make it more interesting, took in the once famous "Chandler's Brook."

All the county turned out in its honour, and the enviable prize went to Mr. Persse, who rode his own horse *Marpessa*, an Irish bred gelding by *Marmion*, out

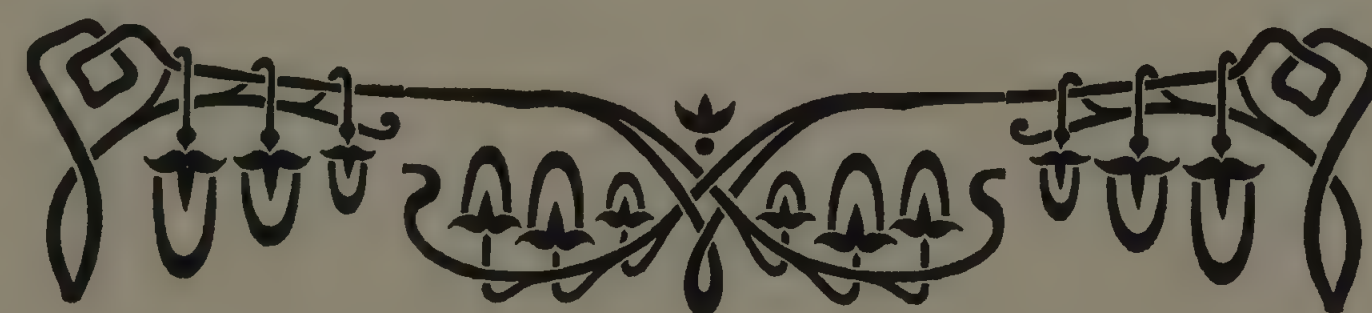
of *Grecian*. The dam was bred by the late Colonel Henry Lloyd, a kinsman of Lord Rossmore and the Hon. Peter Westenra. The race was run here the following year, and the National Hunt Committee would do wisely in shutting their eyes, in this case, to old customs, and deciding in favour of Warwick for the future of the National Hunt Steeplechase. The conditions are:—£825 to the winner, £100 the second, £50 the third, and £25 the fourth. The course is over one continuous line of 4 miles 150 yards. No fence is jumped twice. Weights: 4 years, 10 st. 10 lb.; 5 years, 12 st. 1 lb.; 6 years and aged, 12 st. 10 lb. For horses of all denominations, that have at the time of entry never won any steeple, hurdle, or any description of flat race; to be ridden by qualified riders.

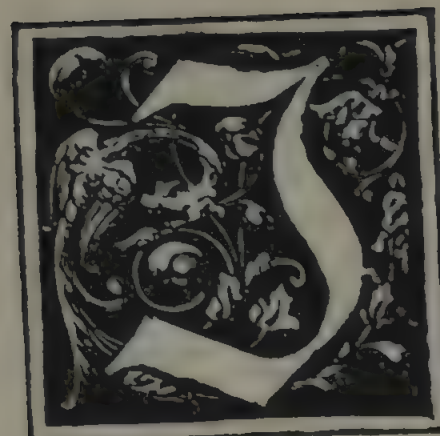
It may not be generally known that this Colonel Lloyd owned two of the best stud horses ever foaled, namely, *Aughrim* and *Clonavern*, the sire and dam of that fine horse *Count Schomberg*, and of that clever and generous little long-distance warrior *Up Guards*. Both won the Chester Cup, the former in 1897, and the latter in 1898, and had the last-named not been interfered with the same year in the Auteuil Hurdle-race, he would beyond doubt have very easily secured that enviable prize. However, his more recent victories (by winning the Viceroy Cup, etc., in India) have more than compensated for the defeat at Auteuil, and have crowned a very brilliant racing career, and earned for the little warrior the well-deserved retirement which is in store for him. Sounder and more generous horses than "The Count" and *Up Guards* were never bred.

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Secretary.—Mr. R. PRITCHARD, 10, High Street, Warwick.

Clerk of the Course.—Mr. JOHN SHELDON, Temple Chambers, Birmingham.





It is situated not far from the confluence of the rivers Ure and Skell. Ripon has been honoured by many Royal residents. Henry IV., in 1405, retired here against a plague in the metropolis. In 1617 James I. rested one night in the Yorkshire city *en route* to Scotland. King Charles I. visited the place in 1633 and 1644 and received the "Ripon Spurs." It was quite proverbial in those days, in speaking of one's integrity, to remark, "As true as Ripon rowels." The Great Commission between England and Scotland also took place at Ripon. But the exact date of horse-racing does not transpire, yet horse-races were held on Mouncton Moor in 1675. The races have continued on its present site since 1837. Up to the year 1901, steeplechases and hurdle-racing composed two out of the four fixtures; but after 1901 the National Hunt rules were abandoned here, so instead of four meetings each year, there are now only two under the Jockey Club Rules allotted to Ripon, one in May and the other August. There are several National Hunt flat-races nevertheless. Owing to the failure of the steeplechases and hurdle-races the courses were very wisely thrown into one, which has provided an excellent area of land, about 80 feet wide.

The stakes here are of the average £100 value and upwards, and include the Ripon St. Wilfrid Handicap, Ripon City Handicap, and the Studley Royal Handicap.

The races take place about $1\frac{1}{2}$ miles from Ripon's delightful cathedral city on the York road. The direct route is by the Great Northern Railway from King's Cross, *via* Leeds or Thirsk, and Midland, *via* Leeds. The Lancashire and Yorkshire Railway have also a good service in the north. It is 214 miles from London. There are two directions to the course after undocking the horses, and one is far preferable to the other, and much nearer. This information can be readily ascertained from the railway officials on arriving at Ripon.

The geology of the ground is composed of lower magnesia limestone. This stone was classed by Murchison in 1884, and is only discovered about Nottinghamshire and the Northern counties. It runs to a depth of 600 feet. The

Ripon St. Wilfrid Meeting.

Flat Racing only.

lower strata is red sandstones, marls, and conglomerates. Gypsum and alluvium are also formed in it, and gravel may be traced in parts, but loam is a common drift often discovered in this district. I know it to exist near Ripon. This combination of soils will cause, as it does here, very inconsistent going, inasmuch as in dry weather the ground gets very hard, and in wet weather it becomes very soft.

* * * * *

The Course with Gradients.

It stands about 100 feet above sea level. The running line is right-handed, one mile and three-quarters in circumference, with two turns in its outline. A road intercepts the course at the turn, and another crosses the going between the $1\frac{1}{2}$ and $1\frac{3}{4}$ miles. All the races start on a straight line from the "gate," except the $1\frac{1}{2}$ miles, which is just on the top turn. There is a rattling good gallop on the far side for half a mile.

The Mile and a Half Course starts just on the rise, encountering another rising gradient after the first furlong of 10 feet on a distance of 125 yards before the $1\frac{1}{4}$ mile post, equal to 1 in 38.

The Mile and a Quarter commences on the fall.

The Mile Course also starts on the fall. The fall on the first half mile of the far stretch from the $1\frac{1}{4}$ mile post is equal to 1 in 138—viz., 19 feet. There are no seven furlong races in the Ripon programme.

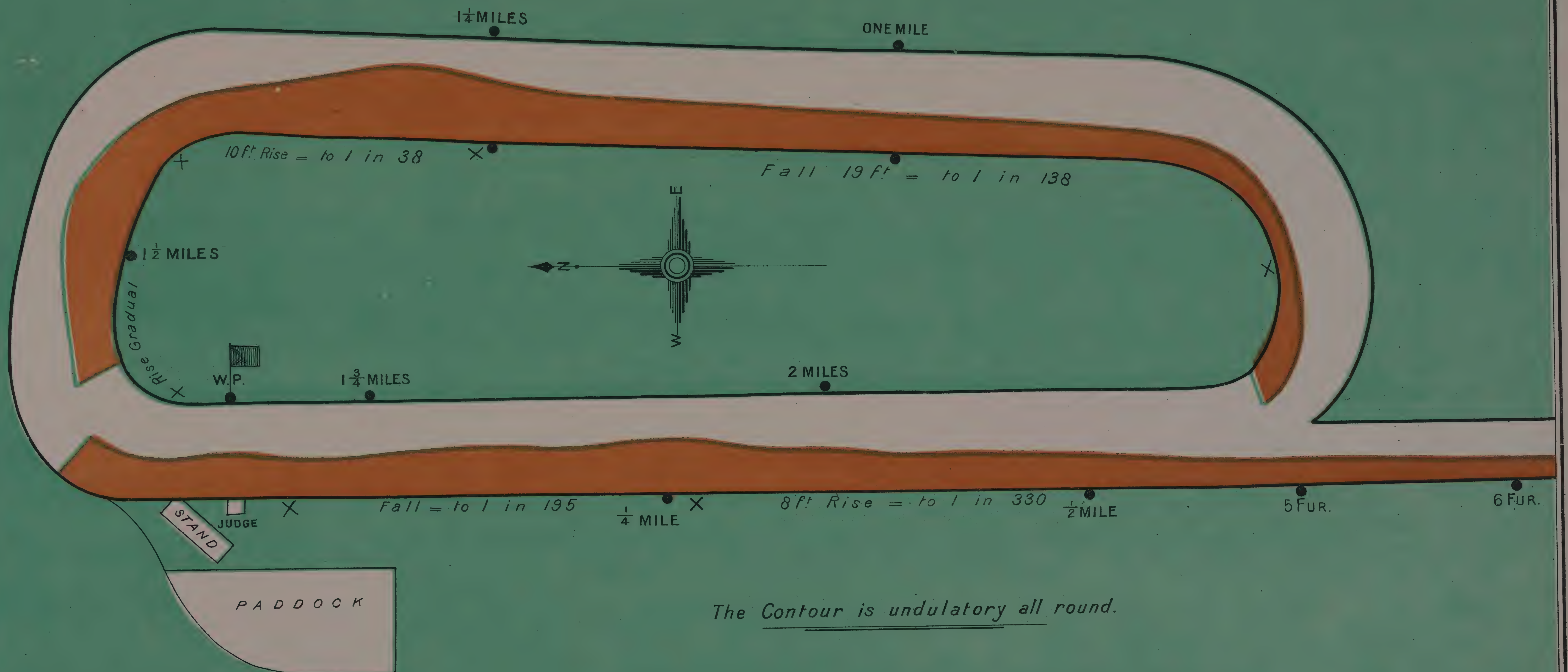
The Six and Five Furlong Courses are perfectly straight, and on an 8 feet gradient on the first four furlongs, equal to 1 in 330. The last two furlongs fall to within a few yards of the winning-post, which is on an easy rise. The fall is 6 feet, equal to 1 in 195.

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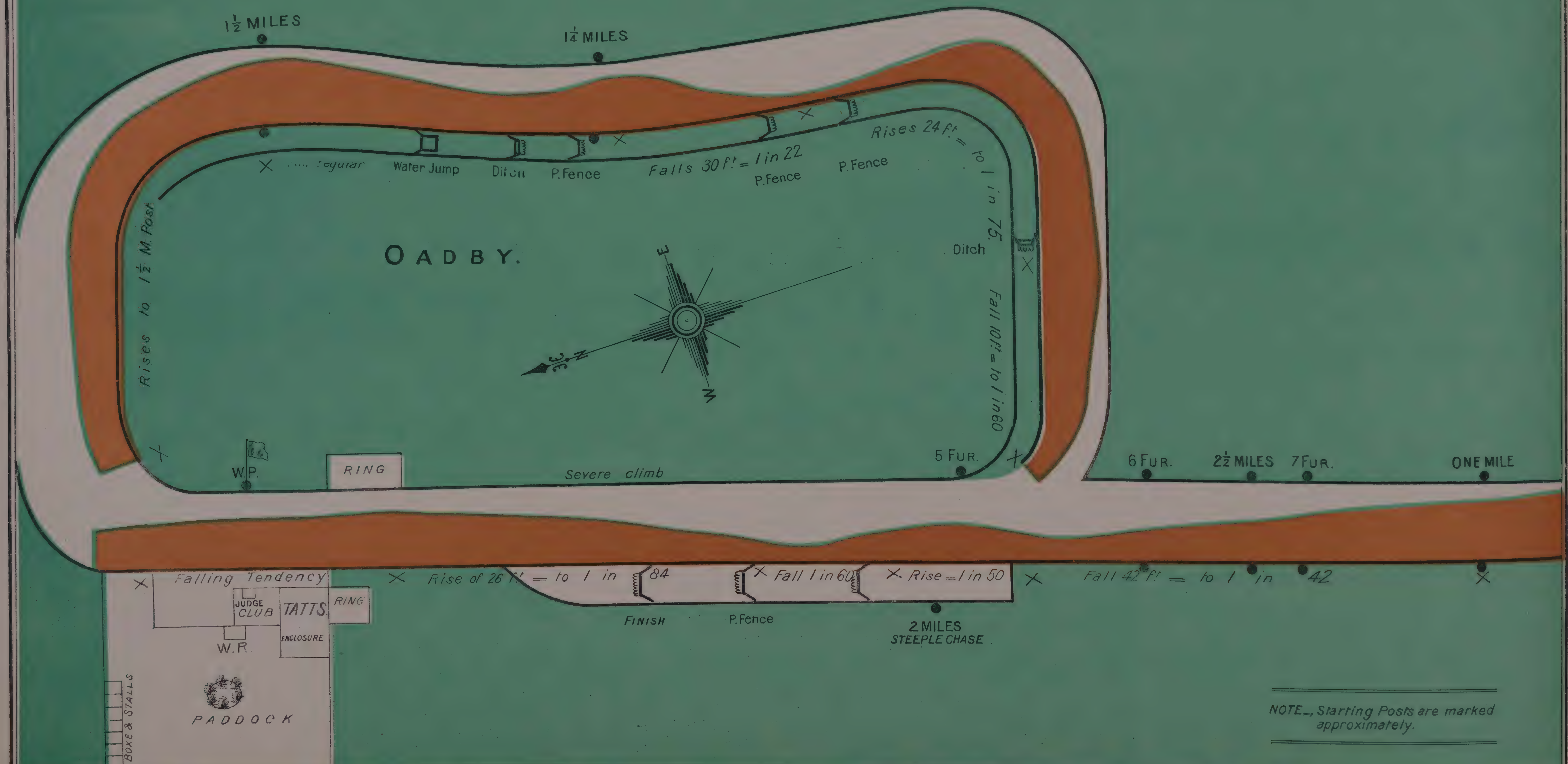
Stabling in the city.

Clerk of the Course.—Mr. MILES I'ANSON, Hungerford House, Malton, Yorks.

RIPON.



LEICESTER.



NOTE., Starting Posts are marked approximately.



ANY attempts have been made to organise a successful race meeting at Leicester, but up to now the various endeavours and influence of a very practical Executive have been responded to with little reward for their thankless efforts to restore and maintain the establishment of an old fixture. The races were formerly held on the space now used as a recreation ground in one of the best residential towns in England.

The present site at Oadby is about three miles from the Midland station, and $4\frac{1}{2}$ miles from the Great Northern and Great Central lines. The Lancashire and Yorkshire also run a service in the North. The above railways have helped the meeting in every way in their power as regards the conveyance of horses and passengers. The present course was originally planned and arranged, and the meeting inaugurated by Mr. T. Cannon, of Danebury, Hants.

There are seven fixtures every year, divided into four flat and three steeplechase and hurdle-race meetings, of two days each. Added to each meeting is a £300 handicap; the other races are of fair average amounts. The opposition among the entries as a rule is of a very moderate stamp, and such as may be reckoned in the third division of handicap horses, therefore trainers need never be fearful of being outclassed, although the fields are, as a rule, very large indeed.

The geology of Oadby is in the series of "lower lias" and clayey limestone (see Geological Chapter). There is a good depth of surface soil, well covered with herbage.

* * * * *

The Course with Gradients.

It is 350 feet above sea level. The outline of the Leicester course resembles Folkestone, but not quite so much out of a reasonable contour as the latter, which is more like some Yankee switchback track than an English race-course. A good feature at Leicester is the straight mile, because it is fairly true transversely, though too hilly in conforma-

The Leicester Meeting.

Flat, Steeplechases, and Hurdle-races.

tion to be counted among perfectly true courses, such as would tend to make the running of the winning horses a reference to be relied upon. The seven, six, and five furlongs are also marked out on this line.

On the Round Course the running-line is right-handed, one mile and three-quarters, with a width of 32 paces, and very level indeed on its cross section throughout its entire length. A great detriment occurs at the turn for the run home, and I should like to draw very particular

attention to this fact, and many of our most qualified horsemen would endorse my views, that many races have been virtually lost owing to jockeys being powerless to check their mounts from running very wide at this point. How is it possible to keep horses in a proper position round a turn where the ground is on a falling gradient horizontally equal to 1 in 60? There is also a very pronounced falling from the rail on its cross section.

The Mile and a Half Course starts slightly on the fall for three hundred yards, where the ground rises to the starting-post of the $1\frac{1}{4}$ miles.

The Mile and a Quarter starting line also begins on the fall to a gradient of 30 feet over 220 yards, equal to 1 in 22. On the next 600 yards, which reaches the centre of the right-hand turn, is a rise of 24 feet, equal to 1 in 75, then the land commences to fall round the bend on to the straight, or run-in, about 10 feet, equal to 1 in 60.

The Straight Mile Course as a race-course.—To express a perfectly impartial opinion of the contour here, my own view is, that this conformation commences on ground far too precipitous in the formation of the first two and a half furlongs to secure it a place among anything approaching a true course. On the first 550 yards the instrument registers a falling gradient of 42 feet, equal to 1 in 42. On the 100 yards reaching the start of the five furlongs is a rise, equal to 1 in 50.

The Seven and Six Furlong Courses commence on a very steep portion of the straight mile.

The Five Furlong Course starts on the fall equal to 1 in 60, over 160 yards. Now the most trying part of the gallop is encountered; in fact, it is a perfect climb. In point of proof it rises 26 feet in 720 yards, equal to 1 in 84. The last furlong is practically flat, with just a slight tendency to fall, and does, as a matter of fact, especially round the turn past the winning-post. The start of the $2\frac{1}{2}$ miles takes place between the seven and six furlong starting-posts.

* * * * *

The Steeplechase Course.

Until 1902 the Steeplechase course here was a very unsatisfactory outline for more reasons than one, but happily during the autumn of the same year this semi-natural outline was abandoned, and the fences arranged on the far side of the course, which greatly improved the steeplechases, which formerly took an indirect line of running, with a very awkward drop fence, occurring on a very hilly conformation, apart from the outline taking a twisting and winding direction both before and after negotiating this natural jump. However, this no longer exists, so there remains only the present course to be dealt with. I may add that the alterations met with unanimous approval, especially among those professionally interested. Why it had been overlooked so many years I fail to realise, because the success of race meetings are dependent, so to speak, on matters of this kind, whether great or small. The new one marked out runs parallel with the flat course on the inner side. The brook, over which the two miles steeplechases finished hitherto, has been judiciously removed to a position immediately opposite to the stand

on the top side of the course, while an additional fence has been added to the line for home, leaving a much shorter run-in from the last fence. This alteration obviates the error that gave Mr. Brockton a lucky win in the Thurmaston 3 miles Steeplechase in March, 1902. There were two runners; Mr. Brockton rode *Hillmorton*, bay gelding by *Girdon*, on which 7 to 2 were laid, and H. Hewitt on *Gossip*, a brown mare by *Craig Royston*. The latter was three fields in front at the final fence, but mistaking the brook for the last jump, instead of the fence alongside (it being a three miles race), gave Mr. Brockton time to come in alone. To reiterate the benedictions bestowed (in the "bookies'" vernacular) on the anatomy of Mr. Brockton would not elevate these pages to a turf classic, I am afraid.

The fences are of birch, all built to regulation size, straight up, with guard rail slightly banked. It is an easy country to negotiate.

* * * * *

REMARKS.—There is a big advantage by galloping on the stand side close to the rails, owing to a footpath, with a deep excavation of land running parallel, which admits of a free escape of very excessive moisture. I have noticed many horses stop suddenly on the far, or rail side at Leicester.

Stabling on the course for 65 horses, at 10s. for flat races, and 5s. for steeplechases; lads accommodate themselves. In due course the Executive are favourable to the example shown by many, viz., providing stable and forage free.

Secretary.—Mr. JOHN FORD, Parliament Street, Nottingham.

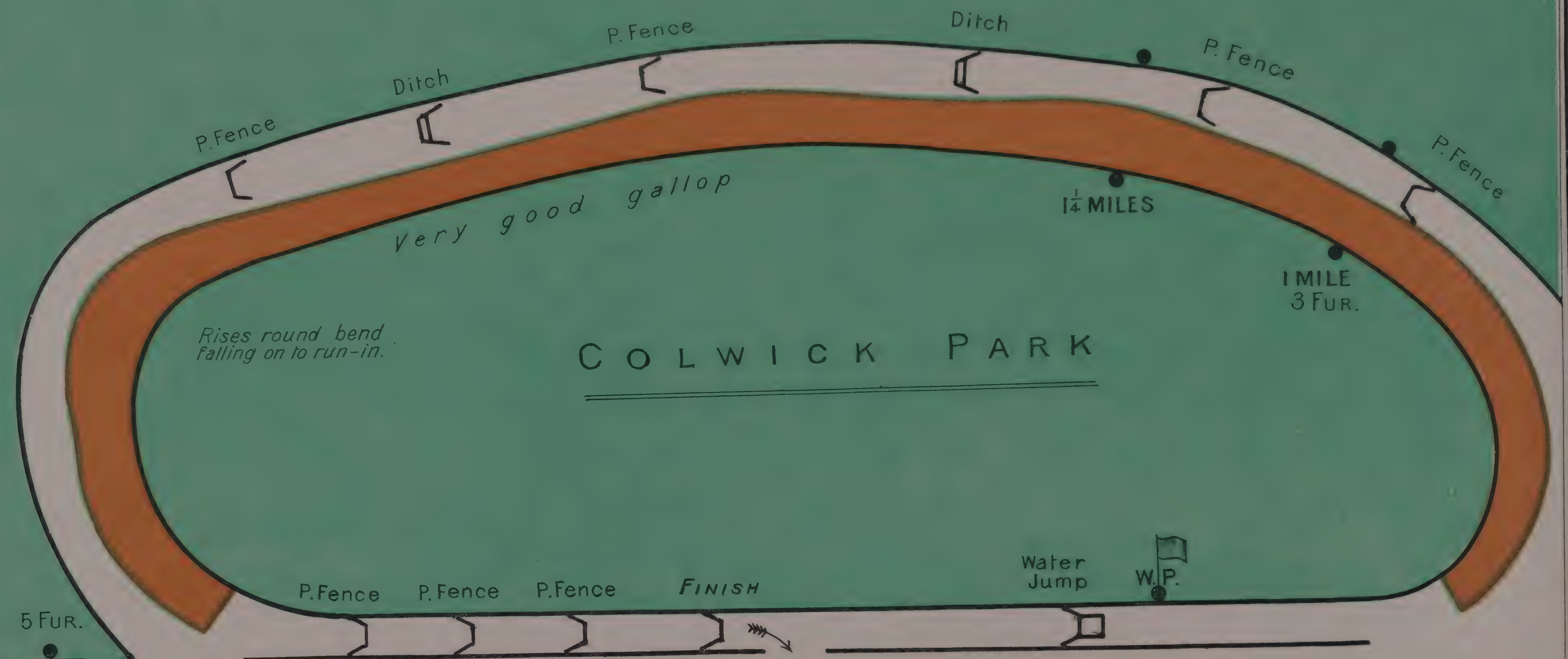
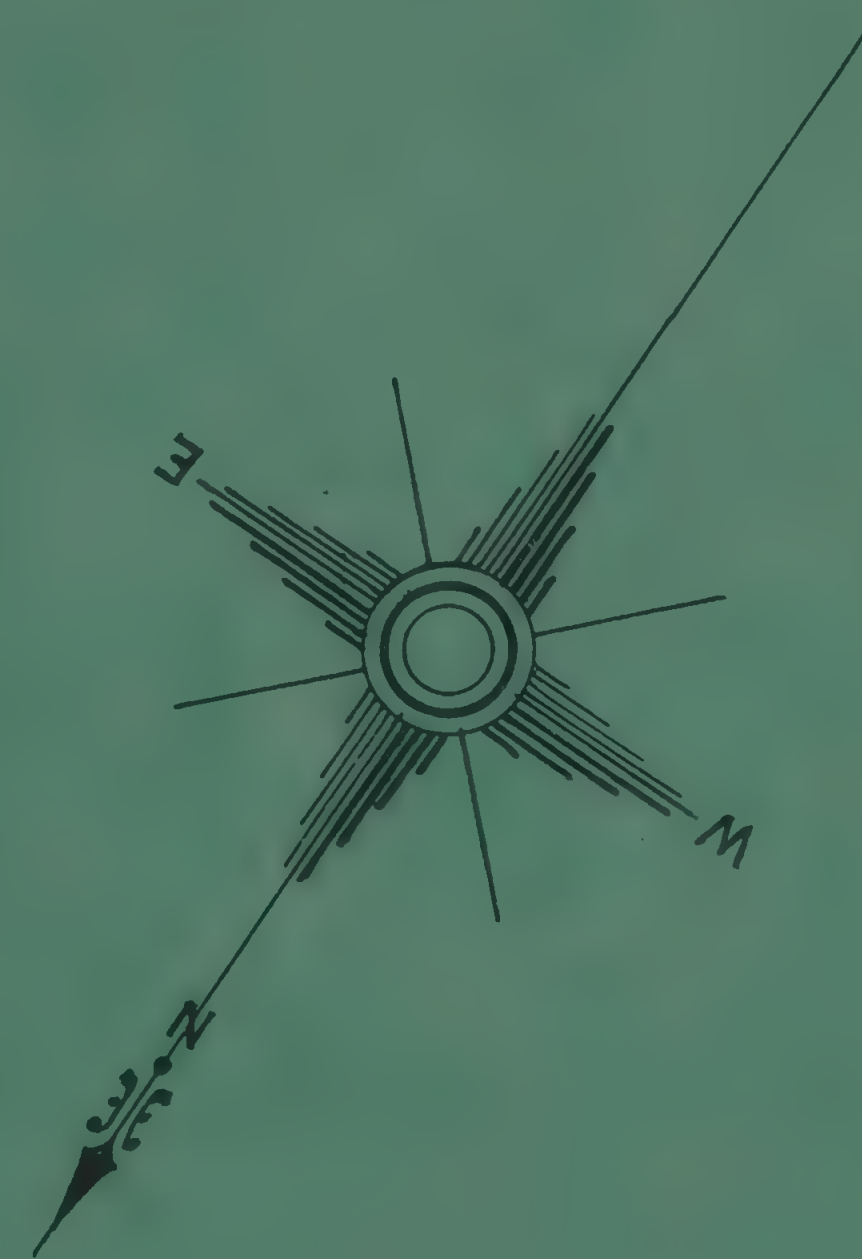
Clerks of the Course.—Messrs. SHELDON AND SMITH, Temple Chambers, Birmingham.



NOTTINGHAM.

Colwick Hall.

STABLES



ONE MILE

7 FUR.

6 FUR.

5 FUR.

Very easy mile on the fall

X Ground bulges slightly X

RING

1 1/2 MILES
TATTS

JUDGE
CLUB

W.R.

BOXES
AND
STALLS

PADDOCK



COLWICK
RAILWAY STATION AND
HORSE DOCK

NOTE., Fences are marked on far side
shewing their relative positions
the course being very wide there.



APPARENTLY this is one of the three meetings in the Midlands—the other two are Birmingham and Leicester—which is unable to secure any social patronage, on which the ultimate success of every sporting undertaking is dependent. How great or small that influence is, and with what advantage it operates on the interest of all race meetings, is clearly shown elsewhere, and it is, beyond doubt, that without such patronage there will always remain to all modern sporting enterprises a very great financial struggle. The meeting is held at Colwick, $1\frac{1}{2}$ miles from Nottingham on the Great Northern, Great Central, and Midland Railways, the first-named having a station at Colwick Park, close to the course.

There are eight fixtures divided into flat, steeplechases, and hurdle-races.

The geology of Colwick Park, on which the course is laid out, is “new red sandstone” and pebble beds, overlying a solid strata of “marl”; there may be a shallow drift of gravel in the district. The turf is fairly good in dry weather, but too much moisture makes the going very deep.

* * * * *

The Course

Is 75 feet above sea level, left-handed, and about $1\frac{1}{2}$ miles, 4 yards round, a width of 90 feet, with a run-in of $4\frac{1}{2}$ furlongs. The mile, seven, six, and five furlongs are perfectly straight, and may be considered as absolutely identical with the straight course at Lingfield in every particular. There is a swell in the ground, as if a water-course ran under it, about halfway to the winning post.

I suggest that no bulge should be allowed to exist on any race-course, because, though it may not be everyone's opinion, nothing is more calculated to make a horse change its legs, or lose its natural stride. Such a condition is distinctly visible here, and I certainly advise a levelling down as far as practicable.

The Round Course.—Along the top side from the 1 mile 3 furlongs starting-post is a very nice undulatory gallop. There is a slight depression towards the rail side. There are also two curves, which direct the course slightly from a straight line. Jockeys taking a line too far from the rails lose a lot of ground.

The Nottingham Meeting.

*Flat, Steeplechases,
and Hurdle-races.*

Approaching the left-hand top turn the ground rises with a sharp bend on to the straight. This turn is unfavourable, the land lying the wrong way, and running out is of frequent occurrence. This is unpreventable round any turn, where the ground has a falling gradient horizontally and vertically.

The Straight Mile begins on lumpy ground, slightly on the fall.

The Five Furlongs.—In front of this start is a roadway. The gradients on this course are trifling, and the line of running easy. Its contour possesses one or two relieving conditions at intervals, and practically a flat-run to the winning-post. About 130 yards from the winning-post is a footpath 5 feet wide, which is much used during the races, and is liable to produce a slippery surface.

The advantage here, as at Lingfield, is that all horses are on equal terms, whether drawn on the inside or outside. In very wet weather it is policy to avoid the rails by keeping about 12 feet nearer the centre of the course, on which the going is much firmer. Comparable with Nottingham are Lingfield and Warwick for steeplechasing.

The Steeplechase Course is partly inside and finishes on the flat course. The brush fences are of birch, small, and very upright and easy. The guard rail to the deep ditch is unbanked. The brook is immediately facing the stand. The going is very good in fair but deep and holding in bad weather.

A very awkward angle occurs in the course after jumping the last fence. By way of a hint, in finishing over the steeplechase course, jockeys should avoid the rails by keeping as near as possible to the centre of the course, which will bring them in nearly a direct line with the winning-post, otherwise they lose ground after taking the last fence, and are liable to be shut in at the very curious bend, which occurs on the final run-in, about 150 yards from home.

* * * * *

Stabling on the course for 110 horses; a charge is made.

Clerks of the Course.—Messrs. FORD AND SONS, King's Walk, Nottingham.

The Thirsk Meeting.



WHEN one considers that there are more racing and steeplechasing places of sport under the Jockey Club and National Hunt rules in Yorkshire than in any other three counties in the Kingdom, it would seem to be not too much to say that Yorkshiremen have the instinct of the sportsman ingrained in their very nature. That this characteristic may always cling to them is greatly to be desired, for nothing in life is more health-giving, nor can it be said that any other calling helps to circulate a greater amount of capital than horse-racing and its contingencies, whilst a more manly exercise, pastime, or profession, it would be very difficult indeed to find in the world of British sport.

Thirsk is another Northern fixture, which is certainly not the least in importance among the many sporting centres on the broad acres of the Yorkshire North Riding, although it cannot be represented as having any particular attraction for the southern trainers. It is chiefly and mainly supported by the training quarters of Scotland and of the Northern and Midland Counties of England.

The approach to the meeting from the South is *via* Great Northern to York; the Midland has a service *via* Sheffield, Leeds, and York, thence by North-Eastern line; the Great Central, *via* Banbury and York; while the Lancashire and Yorkshire provides for the Northern counties, *via* Leeds.

There are two two-day meetings held here during the racing season, one in May, and the other in October.

The added moneys (which do not exceed £150—yet no race is below the value of £100 added) and contestants are of the fair average proportion, and, as a rule, the sport is very good indeed. During the last few years the course has undergone reconstruction. The original zig-zag outline is abolished, and a complete left-handed track has been marked out.

The geology here is red and green marl with gypsum, and a drift of gravel. The going is on natural land, and always in a very favourable condition for racing.

The Course.

The circumference is left-handed, running round two turns, 1 mile 2 furlongs and 100 yards. The first turn on the 1½ miles course is 380 yards, and the turn on the run-in is 330 yards. It varies in width from 20 to 60 yards, being very wide about the six and five furlong posts.

Flat Racing only.

On the Round Course all the starting lines obviate any tendency to begin on the curve, a great point in favour of the course. The 1½ miles is lined out at an angle with the right side of the paddock, affording a capital start from the rise of the "gate." This outline is practically flat. The run-in is 800 yards, on which the ground has a tendency to a falling gradient of 5 feet, equal to 1 in 480, making the finish easy on a very true piece of ground, especially for non-stayers, and animals that take a dislike to a more severe course. The distances are all measured exactly to the conditions named in each race.

The Six and Five Furlong Courses have a straight line from start to finish, and may be reckoned a very good gallop among the easy tracks. Worcester would be a fair guide, or substitute, to act upon as a good comparison, both courses being left-handed, and very similar in general conformation; but the Worcester possesses a curvature on the five furlongs which favours very much indeed the position of No. 1 and No. 2, whilst at Thirsk there is no advantage in the draw.

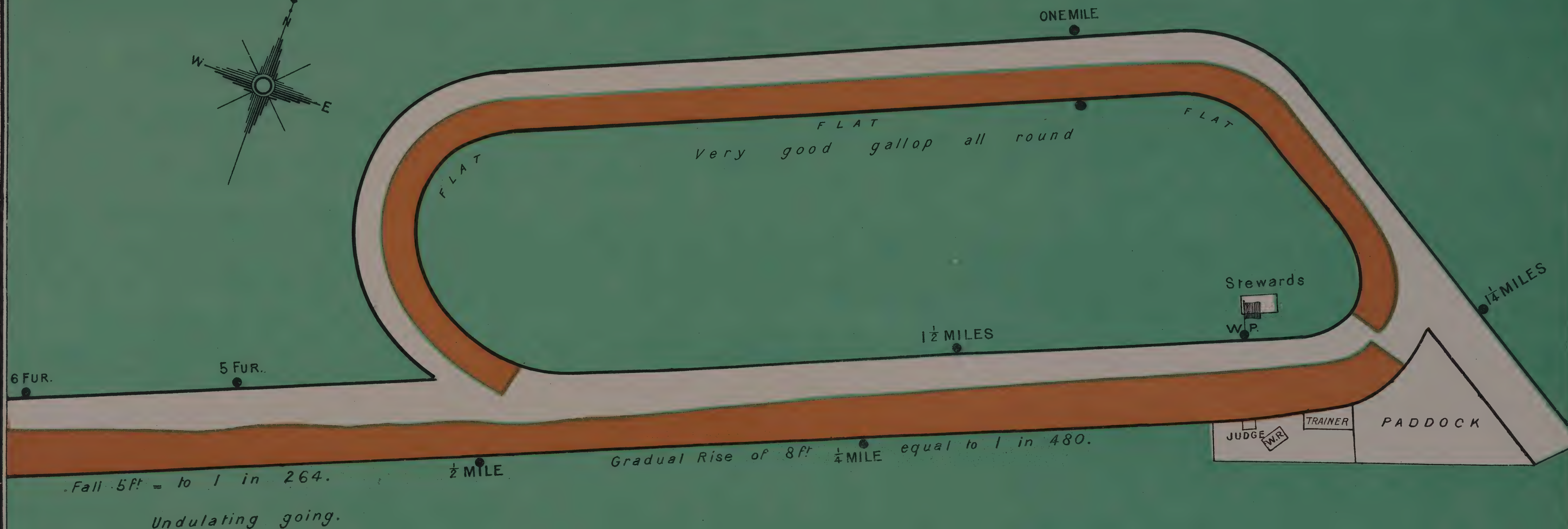
The Straight Course here begins on rather undulating ground, an excellent feature where it is not too pronounced, falling to 5 feet on the first quarter of a mile, equal to 1 in 264. The last half mile rises about 5 feet, equalling a gradient of 1 in 480.

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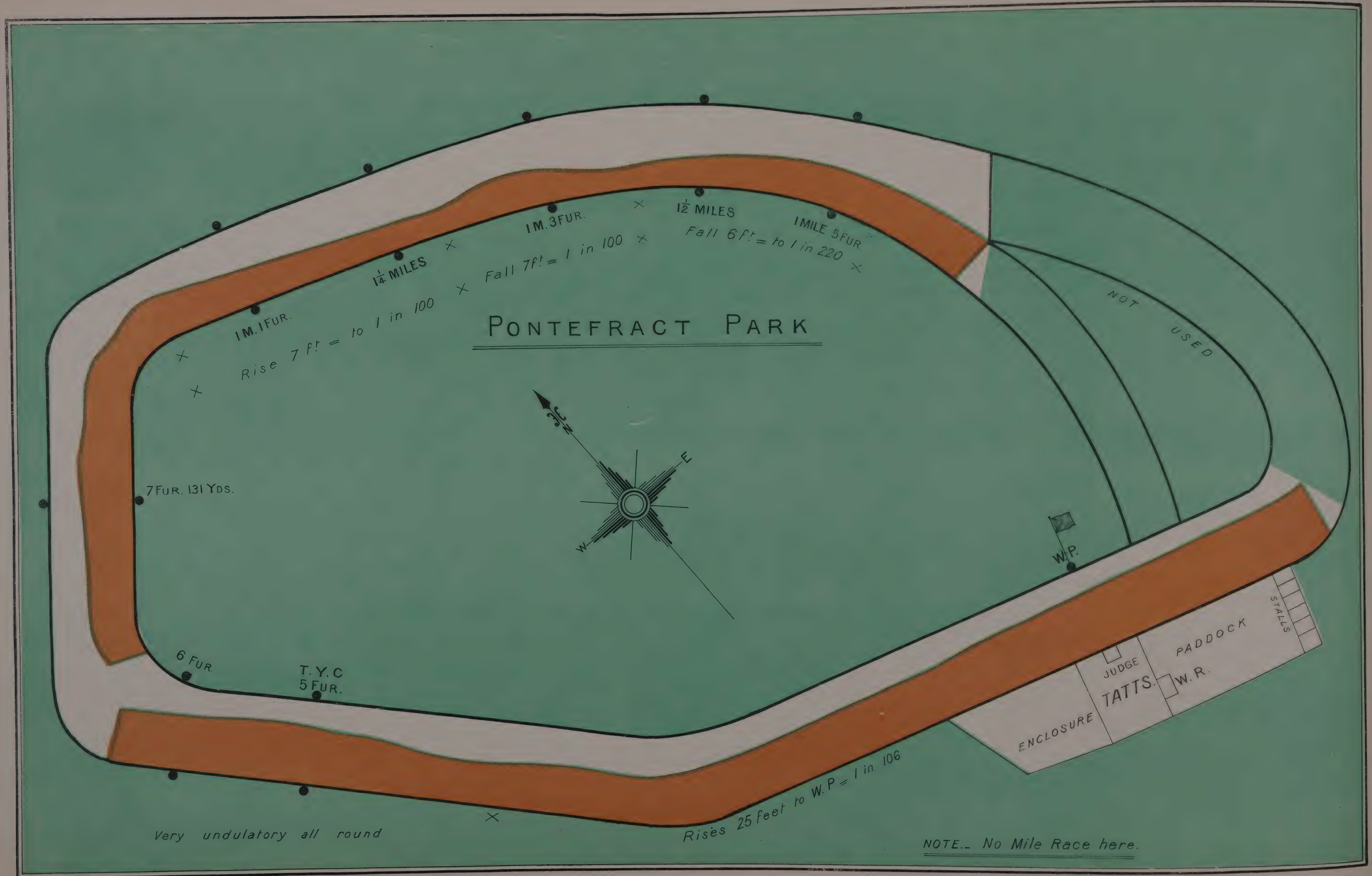
Stabling and Hotels.—At Thirsk.

Clerk of the Course.—Mr. MILES I'ANSON, Hungerford House, Malton, Yorks.

THIRSK.



W. WILLIAMSON,
MALTON,
YORKS.



The Pontefract Meeting.

Flat Racing only.



PONTEFRACT, according to Camden, was originally named Kirkby, but the name was changed by the Normans to Pontefract owing to a broken bridge over the "Wash." The old ruined castle is still a feature of interest.

It was once the theatre of assassination, by the staining of its impregnable walls with the gore of the first Prince of the Blood, nephew of King Edward II.: Richard II. caused his cousin, Henry IV., to be murdered here, while within its gloomy walls Earl Rivers, Lord Grey, and many others were mercilessly dispatched to their last home. An extract from Shakespeare's Richard III. may not be out of place:—

"O Pomfret, O Pomfret, thou bloody prison,
Fatal and ominous to noble peers;
And for more slander to the dismal seat,
We give to thee our guiltless blood to drink."

The Castle was built by Ilbert de Lacy, and occupied twelve years to complete. The tower of York Minster can be viewed from its grounds, which are skirted by lovely vales and rivers. The name *Taushelf* was anciently written Taddenescluf. Domesday calls it Tateshall. Pontefract was the resident town of Dr. Samuel Johnson for many years. It is also noted for that excellent sweetmeat, "liquorice cake," for which the place is famous, due to its fine deep loamy soil. It was invented as far back as 1562. The name Pomfret is modern and more or less local. The old Babsworth Hunt was established here in 1720.

Now that the Race Committee here have satisfied the demands of the Corporation as regard the right of land in Pontefract Park to hold three race meetings each year, all fear of this old-timed holiday fixture dropping into disuse may be set aside, at any rate for a term of years. Pontefract Races will continue and Pomfret cakes will help to act as a good digestive. It is a meeting which depends on the Northern and Midland trainers for support, as horses from the Southern quarters seldom put in an appearance at this meeting.

It is 173 miles from London by the Great Northern, which is the quickest route. The Midland station, *via* Sheffield, is one mile from the course. The Lancashire and Yorkshire line run trains to Tanshelf station, a few minutes' walk. The horses are dealt with at Bag Hill station, Pontefract, Monkshill station, where

there is also a good loading dock.

The undersoil is carboniferous sandstone, a substance in the coal-producing district, of sandy loam, etc., a subject which I have dealt with elsewhere.

* * * * *

The Course with Gradients.

Imprimis, I must hesitate to pronounce it a good course! It is just good enough to utilise as a fourth-rate meeting; beyond that I question if the ground would be serviceable even for exercise. My reasons for saying so are, that gradients occur at too short intervals, and that the outline is bad on the last 500 yards.

It is about two miles round, with a width of 60 feet. Its elevation above sea level is 150 feet.

The running-line is left-handed; no race extends beyond the $1\frac{1}{2}$ miles post on the far side. All the distances are exact measurement, except the seven furlongs, which is 131 yards more. As a matter of fact, although it is very much larger, it will be seen to be identical with Plumpton in regard to its general outline; for as soon as a horse gets into its stride it has either to go down or up hill, with no end to the curvature of the course *en route*. It may serve as advantageous to animals who possess a very feeble impetus to finish on the rise. On the far side of the course it is very peaty (a substance treated in the Geological Chapter), and naturally becomes very soft in bad weather; at other times it is fairly raceable.

* * * * *

Hotels and Stabling in Pontefract.

Clerk of the Course.—Mr. MILES I'ANSON, Malton, Yorks.



HIGH is held in April for two days, is but little patronised by southerners. Yet its meed of influence and patronage amongst the sportsmen and gentry in the North Riding of Yorkshire is liberally bestowed, while the races are particularly attractive locally. On the two race days it is quite on all fours with Ludlow, Tarporley, and Croxton Park. In fact, Catterick Bridge may be placed in the same category with all the classic Hunt gatherings. It is situated half a mile from the station on the North Eastern Railway, with which the Great Northern and Midland lines connect at York or Leeds, 235 miles from London, and $1\frac{1}{4}$ miles from Catterick village.

The geology of this district is alluvial deposits, with traces of patches of gravel.

There are no races of six or seven furlongs, owing to the extreme curvature of the course at both ends. The mile race starts behind the paddock wall on a straight line for 200 yards, the right-hand top turn then intercepting a very nice gallop on the far side for just under three furlongs.

* * * * *

The Course.

It stands 200 feet above sea level, and extends in circumference 1 mile and 103 yards, running left-handed. The width varies from 48 feet to 84 feet, and at the five furlong post it is about 210 feet wide, with a run-in of 640 yards. All the distances are measured exactly. The flat course is on too small an area to be a good one

The Catterick Bridge Meeting.

*Flat, Steeplechases,
and Hurdle-races.*

under the Jockey Club Rules, as the turns are short and sharp. With reference to the going, there is little to complain about, as it is generally good. It may become a little hard at times, but the good thick overgrowth serves to reduce the jar of the hard ground to a very considerable extent. There is a natural drainage for the emergency of wet weather, therefore the land very speedily becomes dry. The footpath that crosses the course is closed during the

races. The conformation of the flat course is practically level.

* * * * *

The Steeplechase Course.

There are some arable divisions on this line, which is considerably extended on the far side, also left-handed. This arable portion is well thinned down, and the stones and cobbles cleared away before the meeting takes place. The contour is very slightly undulating, and fairly easy. The fences are built of thorns and faced with gorse, and riders speak of the jumps as being "fine fences" of a hunting description.

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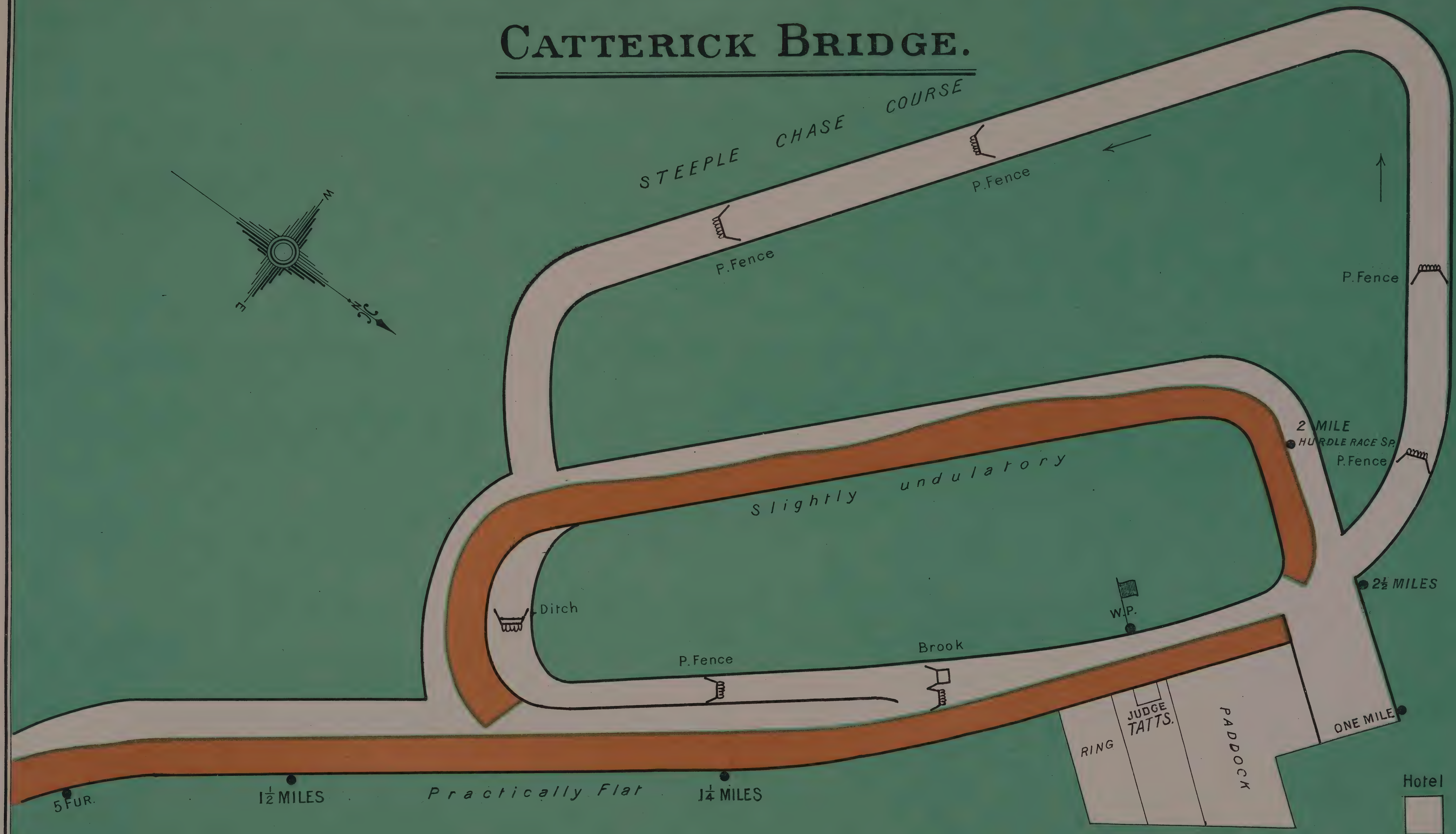
Hotels.—George and Dragon, Farmers' Arms, Catterick Bridge, Yorks.

Stabling on the course for 80 horses.

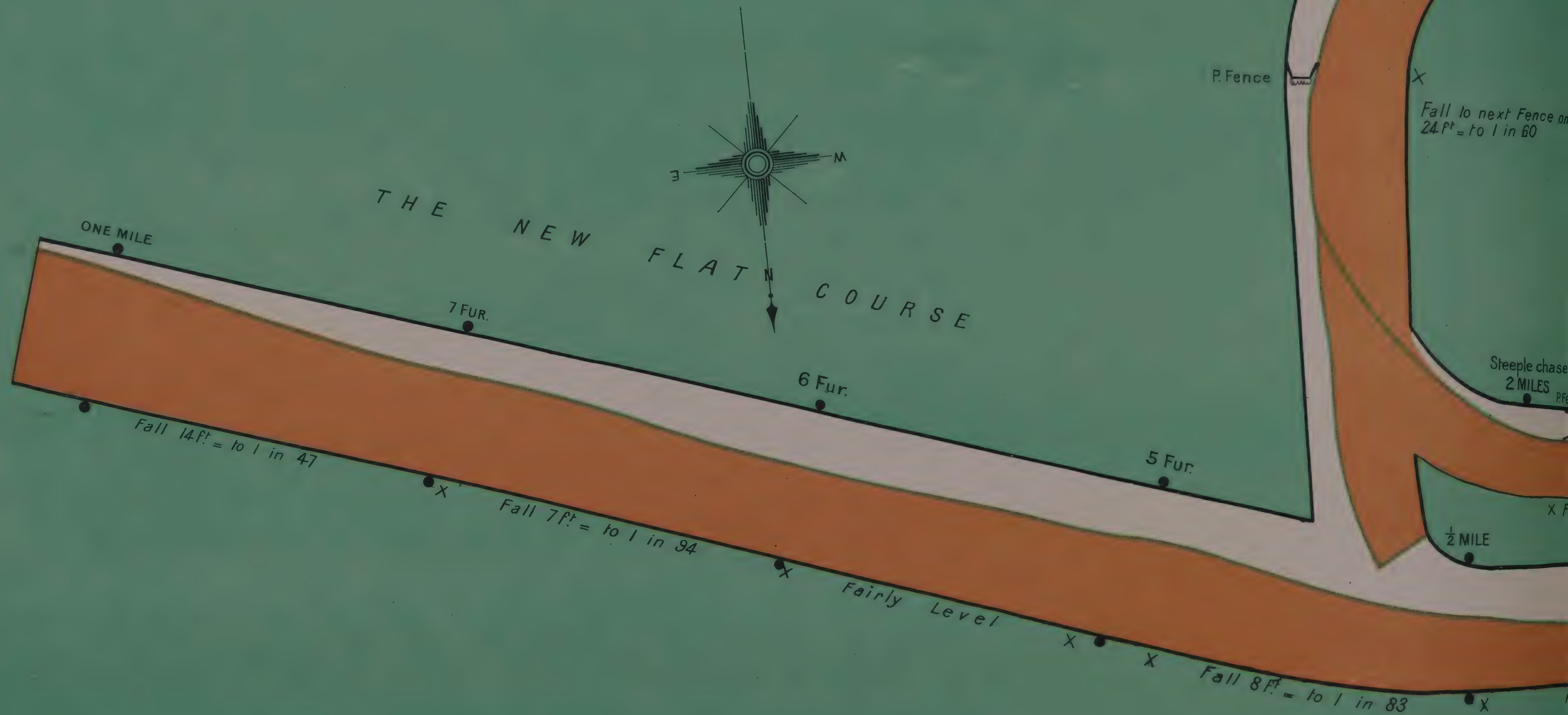
Clerk of the Course.—Mr. MILES I'ANSON, Hungerford House, Malton, Yorks.



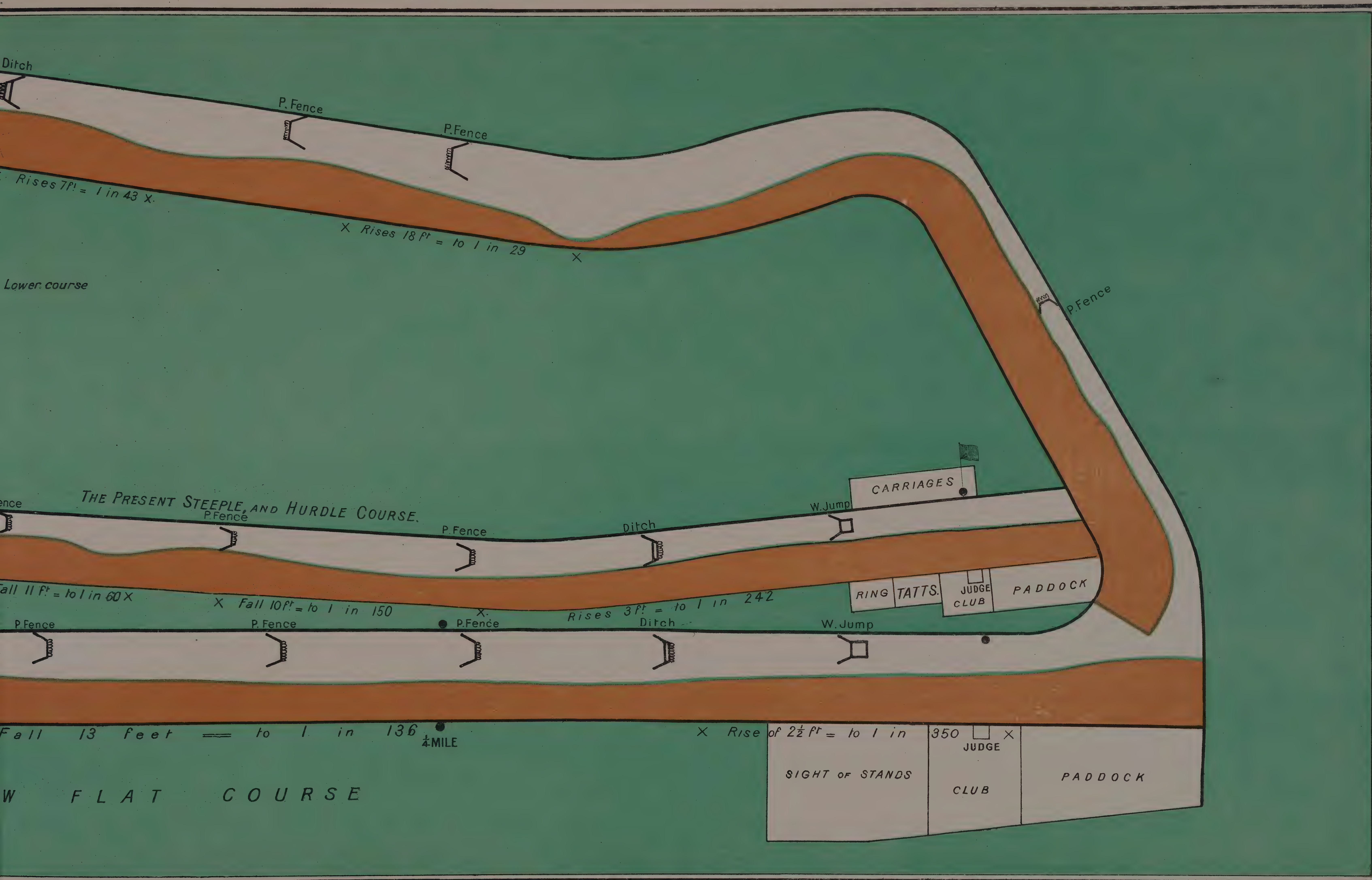
CATTERICK BRIDGE.



KEELE PARK.



H. V. BOOTHBY,
KEELE, STAFFS.



"Whate'er men do, or say, or think, or dream,
Our motley paper seizes for its theme."—STEELE.



VERY pleasant impressions are left engraved upon my mind by my visits to this little fixture in the Potteries, and I have searched in vain, but can assign no reason for the ill-favour (I had almost said ill-nature) with which it has been treated by certain organs of the sporting press. That these are authorised representatives of sport I am not prepared to admit, and the couplet which I have quoted above (which I believe emanated from the poet, G. Steele) may perhaps suffice as a description of them. But the bitterness with which some of these scribes attack the meeting now under consideration would seem to savour more of vindictiveness (or shall I go so far as to say *malevolence*?) than of that fair, just, impartial, and *free-handed* criticism which should, whilst censuring defects, be sufficiently generous to bestow commendation where commendation is rightfully due. However, as most of these disparaging comments do not emanate from the recognised staff of the sporting press, I will refrain from discussing the matter further.

My subject is the course, and the course alone, and I am quite prepared to defend any unwarrantable attack upon it. Firstly, it is situated on one of the most invigorating positions in the Midland counties, its altitude being over 500 feet above sea level, with an expanse of hilly landscape, extending for miles in all directions. One would almost discredit that such a delightful aspect was within gun shot of the famous Staffordshire industry propagated by the memorable Josiah Wedgwood, whose daughter was the mother of the great naturalist, Charles Darwin.

There is no manner of doubt that a big prospect is looming in the future for this meeting, which is luckily privileged under both the Jockey Club and National Hunt Rules to hold four meetings each year.

The venue is in Keele Park, on the estate of Mr. Ralph Sneyd, whose charming residence, Keele Hall, has been secured for a period of seven years by the Grand

The Keele Park Meeting.

*Flat, Steeplechases,
and Hurdle-races.*

Duke Michael of Russia and the Countess Torby, both of whom evince a great interest in the races. I am bold enough to predict, that when the extensive and perfect flat-race-course is completed (which may safely be assumed to be ready in the spring of 1905, perhaps sooner), Mr. H. V. Boothby (Managing Director) may count upon loyal patronage for the Keele Park Races, which will reward him for the untiring energy he has

expended upon the undertaking.

Owners and trainers are under the impression that Keele Park is a difficult place to approach. As a matter of fact, this is not true, because there are two stations within three miles of the course, on the London and North Western main line, allusions to which are made herewith.

The new course bears a splendid outline (the slight curvature is hardly material), and contour of one mile straight. This alone will secure good entries, provided, of course, that those who have control of the business affairs are enterprising enough to foresee what is really necessary for its ultimate success, reputation, and goodwill.

The meeting was founded in 1895 under Messrs. Ford and Sons, and afterwards Mr. John Sheldon took over the appointment. Much remains yet to be accomplished if the capital invested in its re-construction is to receive any substantially remunerative bonus.

The geology of this district is one mass of ironstone at a great depth underlying a strata of red marl, the excellent character of which helps to produce a splendid turf very thickly herbage.

The course is two miles from Keele Station, three miles from Newcastle-under-Lyme, and six from Stoke. There is also a station half a mile from the course, open on race days only, all on the North Stafford Railway. The connection is between London and North Western and North Stafford lines; and the Midland Railway, *via* Derby. Whitmore Station is distant from the course, $2\frac{1}{2}$ miles, and Madeley two miles; both are on the London and North Western Railway Company's main line to Ireland and the North of England.

The Course with its General Gradients.

The circumference is just over $1\frac{1}{2}$ miles. The width is about 105 feet. The run-in is 450 yards. The transverse line is very level on all parts. On the far side it is perhaps a little too hilly, but these pronounced falls or dips will eventually be filled up; as the dip opposite the stand, as at present, describes a rise of 18 feet, equal to 1 in 29. The other is an easy undulation of 7 feet, equal to 1 in 43. Midway on the turn is a fence, and from this point to just before the first fence on the run home, is a fall of 24 feet, equal to 1 in 50. Further on is another fall of 10 feet, equal to 1 in 20.

The first part on entering the straight of the course in use at the present time for steeplechases, falls 11 feet, equal to 1 in 26, then a slight undulation on the next 300 yards is another fall of 10 feet, equal to 1 in 90. On the finishing distance there is a rise of 3 feet, equal to 1 in 242.

The Straight Mile Course, which I have no hesitation in saying will be a ripping gallop, commences on the fall of 14 feet, equal to 1 in 47. On the second furlong the fall continues to an additional 7 feet, equal to 1 in 94. On to the five furlong post it is fairly level.

The Seven Furlong Course starts easily on a falling gradient.

The Six Furlong Course is a capital gallop all the way.

The Five Furlong Course, starts on a fall of 8 feet on 200 yards, equal to 1 in 83. The intermediate three furlongs takes a declivity of 13 feet, equal to 1 in 36. The last furlong is on a rise, equal to 1 in 350.

The Steeplechase Course.—The fences are brush jumps, built of birch. The fence in front of the brook is much too high, and should be cut down nine inches. There are thirteen fences to jump in the two miles' races, yet only the right number (18) in the three miles' races. When the new course is inaugurated—which it is hopeful for the future interest of the meeting will not be long—the steeplechases and hurdle-races will finish on the new flat course. The present one will be abandoned.

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REMARKS.—In my opinion, when the straight flat mile course is opened for racing purposes, it will add another true and good gallop over a mile and intermediate distances, the most essential feature in our race-courses, as it obviates the advantage which accrues in the draw for places on courses with a curvature in the outline.

* * * * *

Hotel and Stabling.—Every and ample accommodation at the Sneyd Arms Hotel, and at Mr. Homan's, the tenant of Mr. Sneyd's stud farm, close at hand. One can also recruit one's famished frame, as the notable "Jorrocks" would remark, at Newcastle-under-Lyme, Staffordshire, three miles distant.

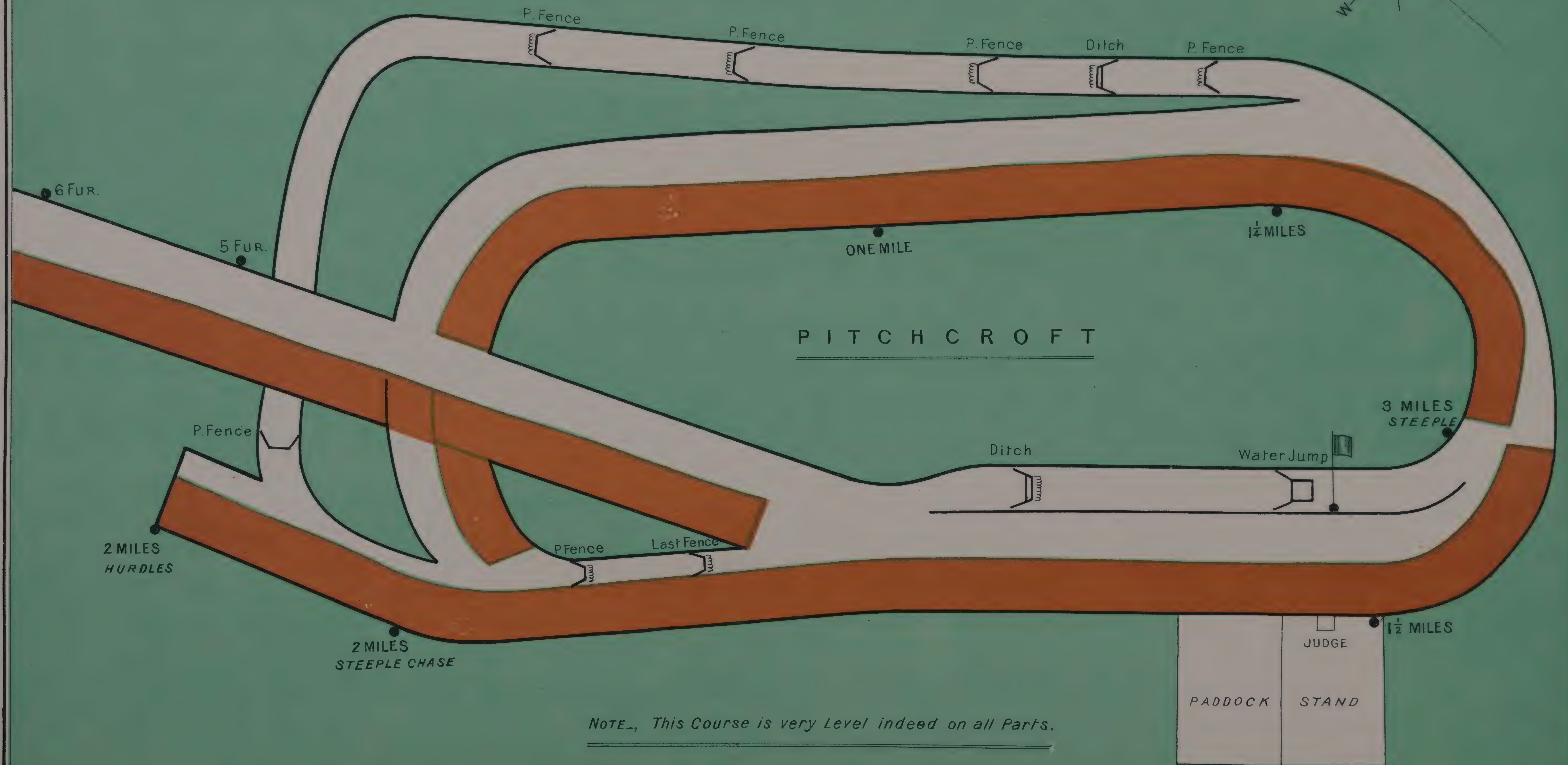
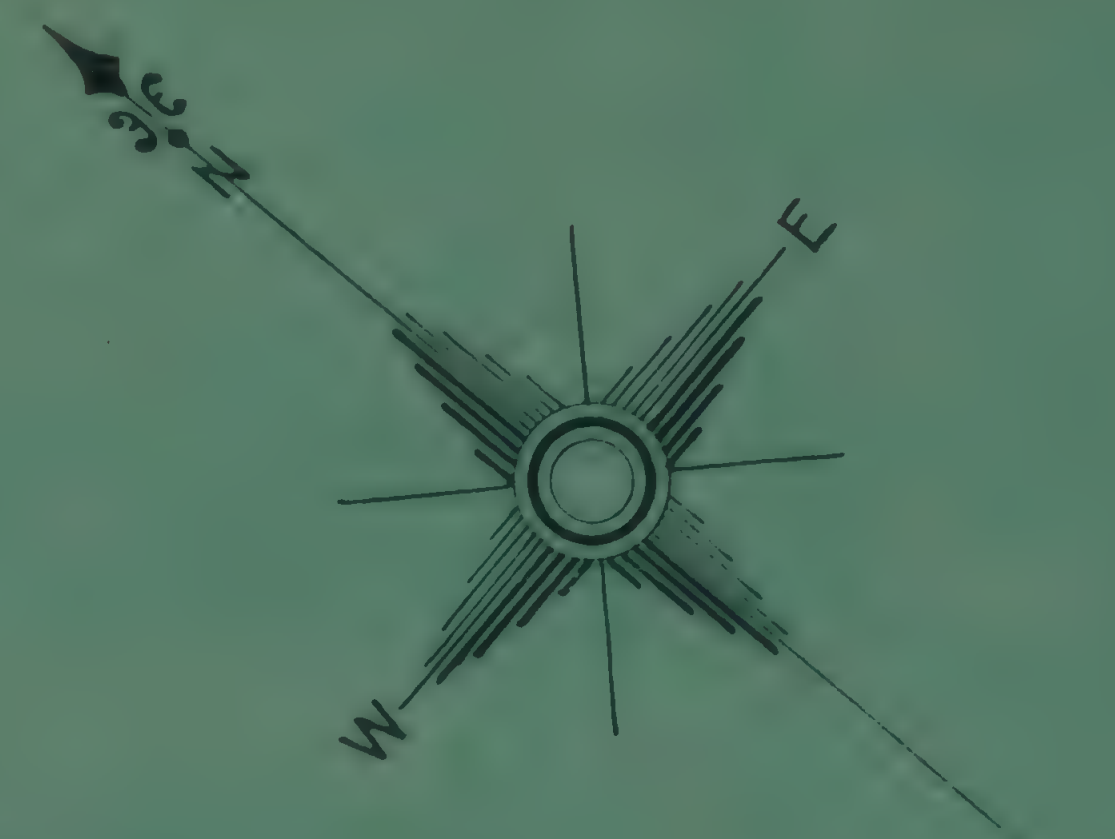
Managing Director—Mr. H. V. BOOTHBY, Keele, Staffs.

Secretary—Mr. A. T. BENNION, Market Drayton, Salop.

Clerk of the Course—Mr. JOHN SHELDON, Birmingham.



WORCESTER.



NOTE—, This Course is very Level indeed on all Parts.



MEETING in a racing point of view which does not rank among the important ones in the Calendar. This is doubtless due to the management not offering bigger inducements for better class animals to take part in its programme. The races on the flat are of £100, and no handicap or two-year-old stakes exceeds £150.

There are three two-day fixtures, one in April for jumping, the other two are for flat racing.

The races are held at a place named Pitchcroft, about one and a quarter miles from Worcester Station, on the Great Western and Midland Railways. The London and North Western line also run a service, *via* Birmingham. The Midland station is at Shrubhill, one mile from the course.

* * * * *

The Course and Subsoil.

It formerly took the shape of a figure eight, but since 1901 the entire outline has undergone re-construction, as may be gathered from the accompanying diagram. This district is very low lying, registering below fifty above sea level. The substrata in this district is new red marl, over which is a good depth of old turf, on which horses make little impression, even in the wettest of weather.

The running line is left-handed. The entire length of the course, round two turns, is a little over one and a-half miles, with an average width. The run-in is about half a mile.

Every starting point has a straight run from the "gate." On the far side there is also a perfectly straight gallop from the start of the one and a quarter miles race for four furlongs and ninety yards. The turns are very short and flat; in fact,

The Worcester Meeting.

*Flat, Steeplechases,
and Hurdle-races.*

its absolute conformation is as flat as a billiard table, the ground hardly varying one foot all over the course.

The Six and Five Furlong Courses are lined out straight in the first 950 and 730 yards respectively, where a left-handed bend occurs, therefore leaving a straight run-in of 370 yards.

The river Severn running parallel with the course is the impediment to a straight line being obtained over half a mile. But to utilise this line of running for the five furlong races would necessitate a very abrupt and sharp turn, which would be disadvantageous to horses drawn on the outside.

* * * * *

The Steeplechase Course.

It is one and a half miles and 440 yards round. There are three turns in the line, but the stretch on both sides of the course affords an excellent gallop. The water jump is opposite the stand, and the two open ditches are on the far side. The distance of the run-in, from the last fence, is 370 yards. The fences are re-built for each meeting, and made of fresh birch up to the regulation dimensions. As on the flat, the ground is all old turf, and unusually level.

* * * * *

REMARKS.—I believe, if it were ascertained by a series of practical experiments, that horses would be found to have a greater inclination to run to the right than the left. All the distances are measured to the exact respective conditions.

Stabling in the town.

Clerk of the Course.—Mr. JOHN SHELDON, Temple Chambers, Birmingham.

The Beverley Meeting. Flat Racing only.



HERE have been some suggestions discussed as to the advisability of changing the venue of this old Yorkshire fixture. I am able to state that all of them have fallen through, and that the meeting will continue to be held on the present site, known as the Hurn and Westwood pastures, about one mile from Beverley Station, in the East Riding of Yorkshire, on the N.E. line, 203 miles from London. The Midland *via* Sheffield, or Normanton and York; G.N. *via* Doncaster and Goole. It is held on two days in June, but up to the present time it is invested with little interest outside its own districts, and that of the Northern trainers. This may be due to the smallness of the stakes, which are insufficient to attract the patronage of the southern stables, which form the keystone of all successful race meetings. There are no races here with added money of more than £200, and but few of these. Unless, therefore, the Executive is sufficiently prudent, and enterprising to offer larger inducements, I am afraid that Beverley will never acquire the support of these indispensable stables.

The substrata in this locality is chalk, underlying a deep subsoil of alluvium, 18 to 20 feet, on which there is a good old turf. The going in fair weather is very good indeed, but in wet weather, although resting on a perfectly porous and water-absorbing base, induces a very soft condition of affairs.

* * * * *

The Course.

This egg-shaped track is 1 mile and 772 yards round, right-handed. The width varies from 50 to 90 feet. The run-in is about 750 yards. There is no straight distance available, yet the slight curvature on the five furlongs affords but little advantage, and may be considered straight. It is 125 feet above sea level.

The Mile and Quarter and Mile Courses start on level ground, affording a good gallop for five furlongs, then round a nice turn, slightly on the fall into the straight.

The Five Furlongs run very flat on the first 250 yards, when there is a slight fall, gradually, for a short distance, then rising on a small gradient to the winning-post.

Sec.—Mr. B. STAMFORD, Beverley. *C.C.*—Mr. M. I'ANSON. Stabling on course.

The Redcar Meeting. Flat Racing only.



NOTHER of the group of Yorkshire race gatherings, situated in the North Riding on the East Coast, about 450 yards from the N.E. station. It is approached from the south by the Great Northern and Midland lines, 235 miles from London. The latter, *via* Sheffield and York, thence by the N.E. Railway. The L. and Y. and the Great Central also have a service in conjunction with the N.E.

There are two fixtures, May and August. The good value of the stakes command a big patronage amongst training establishments from all parts. There is no race with less than £100 added. Others for two-year-olds and handicap races vary from £300 to £500.

The geology of the course is soft, sandy, micaceous shale, earthy, shelly calcareous bands, soft shale, with thin limestone bands (lower lias series). And this forms a good porous subsoil, for the going is always excellent, in all kinds of weather.

* * * * *

The Course.

The conformation of this track is practically level. It is only 27 feet above sea level, one and a half miles in circumference, a width of 26 paces, with a good true run-in of five furlongs. There is also a five furlongs straight gallop on the far side. Round the turn the land lies too flat, and the top rail should have the flat side to the course, instead of the sharp edge of the square. It is hurtful to jockeys' legs, and horses' shoulders where they race too closely on to them. Every course should copy the rail at Manchester. On the far side it is wise to have your mount well under control, as the ground clearly displays a slight ridge and furrow, and in places hollowy.

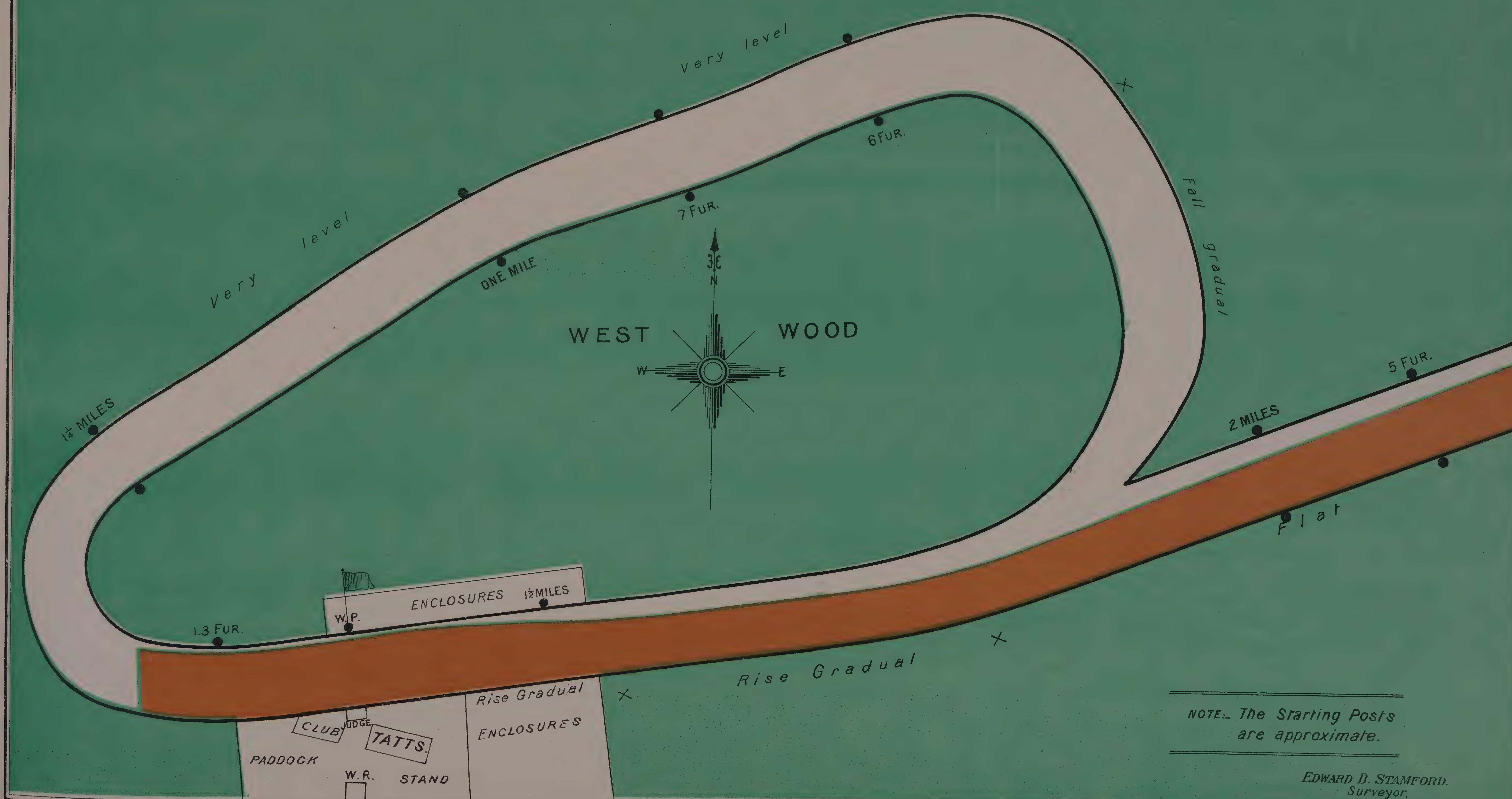
The Mile and a Half Course is round two short turns. **The Mile** starts slightly on the fall.

The Five Furlong Course is straight with the winning-post, and very true indeed as regards position at the start. **The T.Y.C.** here is six furlongs.

* * * * *

Stabling on the course for 60 horses, at a charge with forage of one guinea. *Clerk of the Course.*—Mr. MILES I'ANSON, Malton, Yorks. *Hotels.*—Saltburn.

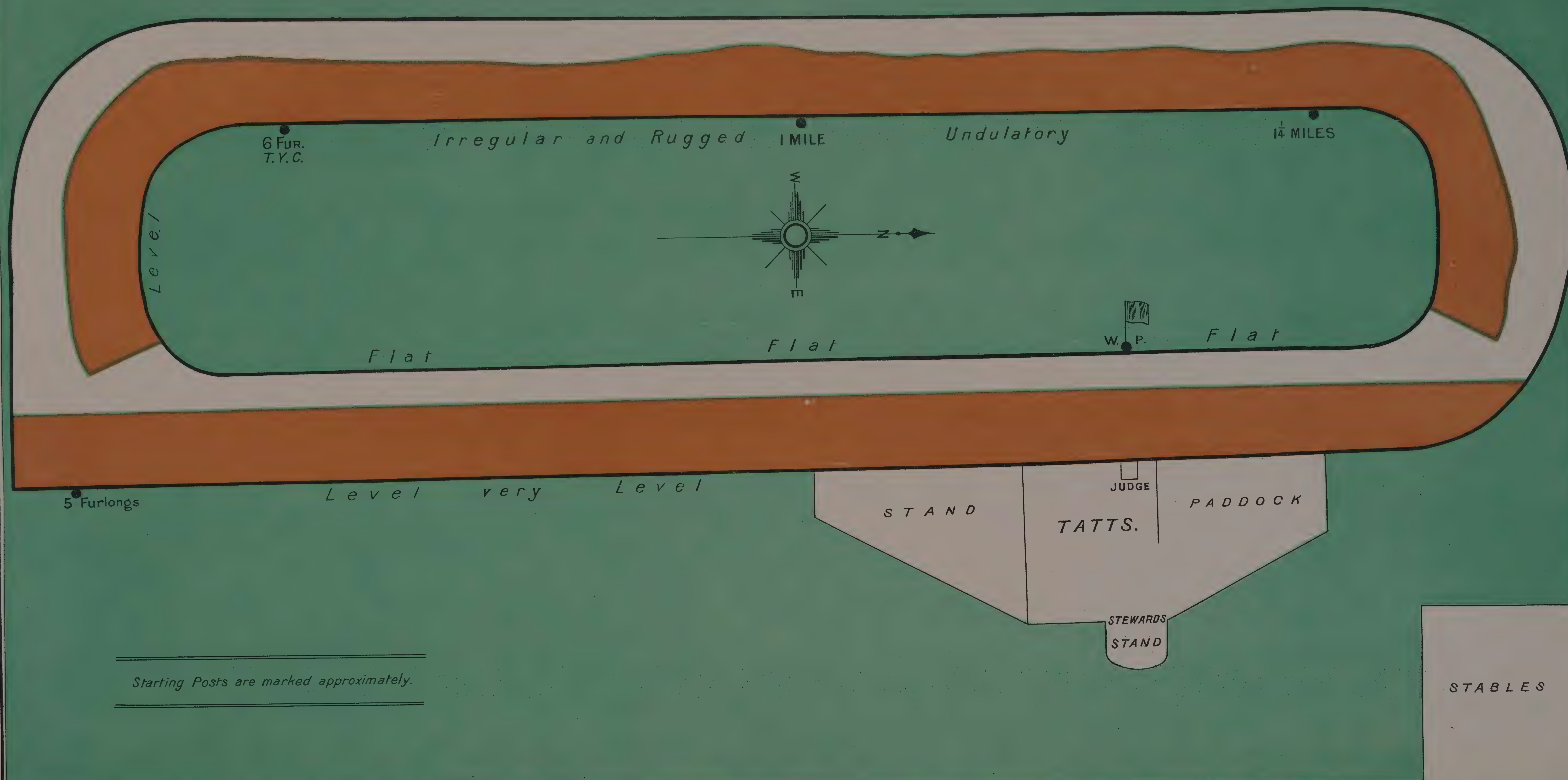
BEVERLEY.



NOTE: The Starting Posts
are approximate.

EDWARD B. STAMFORD.
Surveyor,
BEVERLEY.

REDCAR.



Starting Posts are marked approximately.

BATH.



1 1/4 MILES

ONE MILE

6 FUR.

Higher by 3 1/2 ft. on the rail side at this post.

5 FUR.

Rise gradual

Rather steep descent

L A N S D O W N H I L L

Nice Gallop on run-in.

Bad Going X

Rises to the Winning Post 27 feet = 10 1 in 120.

Rises 15 ft. = 10 1 in 44

CARRIAGES

W.P. X

1 1/2 MILES

RING

TATTS.

JUDGE

W.R.

P A D D O C K

The Bath Meeting.



ANY years ago a great deal could have been written about this fixture in the West of England, when the old Somersetshire Stakes was counted among the principal handicaps in the Calendar, but *tempora mutantur, et nos mutamur in illis*. There is no ante-wagering now, as was the order of things in those soul-reviving halcyon days of the past generations.

The meeting takes place in May, on the Lansdown Hill, about three and a half miles from Bath Station on the Great Western line, 109 miles from London. This and Lanark are the highest elevations of any race-course in the United Kingdom, since Richmond in Yorkshire was abandoned. It is 780 feet above sea level; and, no doubt a good deal of its lost repute and patronage, is due to its most precipitous approach.

The geology is known as Bath or great oolite, a term used by Mr. W. Smith in 1815. It consists of shelly limestones and freestones, showing much false bedding of a yellowish white colour, with layers of sandy marl between beds of stone. As a rule, at this altitude, the depth of surface soil is very shallow, but the excellent mantle of herbage is a great preservative, and helps to keep the going as sound as a bell. The elevation, of course, greatly contributes to this fine condition.

* * * * *

The Course.

The turf is simply perfection, as no quantity of water would have any effect upon it; wet or fine the going is always splendid. The course is used for flat-racing only.

It is left-handed, about 1 mile and 5 furlongs round. The longest race here is 1½ miles, starting on the right hand, up hill for a furlong, and falling midway to past the 1¼ miles post, within a furlong of the one mile-post. The course then takes a curve to the right on a slight rise for a short way, and then falls to nearly the six furlong post. To this point the ground lies fairly level on its cross formation, but the cross section at the start of the six furlongs is something unbelievable. It starts just on the left-hand top side turn, and very much on the rise, and falls from the rail side to a gradient of over 3½ feet, while the ground is very uneven; practically horses drawn Nos. 1 or 2 have seven pounds the best

of the race, while the chances of those on the outside are hopeless, owing to the severe finish.

If there is one course in England more than another that requires knowing thoroughly, it is the six furlongs at Bath; and no one knows this better than "Morny" Cannon. Poles define the course bar the last 300 yards. The run-in is half a mile.

The Five Furlongs is beyond question one of the most severe of any in the country; still, through the energy of its worthy secretary a new five furlongs was made as near straight as circumstances would admit, and certainly a much better outline, yet there is one great fault remaining, *i.e.*, in the last furlong. The run-in is not straight, two slight bends occurring intermediately, which causes much bumping and jostling to arrive at the finish. By making this perfectly straight (as it should be), it would probably make the elbow in the middle a little more pronounced, but even that is not so material as the finish. Horses are always racing all of a heap, three or four feet from the rails here.

The width at the five furlongs is 30 paces. The cross section is very level. At the start the land drops on about 20 yards over very lumpy ground. On the next furlong a perfect climb is encountered on a rise of quite 13 feet; followed by a gradual rise over much better going past the elbow, which occurs about half-way up the straight. On the last 200 yards the bends, already spoken of, occurs, while the ground falls a little to within 26 yards of the winning-post, and rises on to the finish. The width at this point is 33 paces. On the five furlong course there is an elevation of 27 feet, equal to 1 in 120.

The London and South Western Railway have a good service for horses, etc., on to Salisbury, which usually follows the same week.

* * * * *

Stabling at Chapel Farm, near the course; Blathwayt Farm, Lansdown; Heather Farm, Western Lane, Bath, and ample accommodation in the town.

Entries to Mr. C. S. Montrie, Newbridge Hill, Bath, or Mr. J. Sheldon, Temple Chambers, Birmingham.

The Lincoln Meeting.



LAT-RACING fixtures, under the jurisdiction of the Stewards of the Jockey Club, begin here on the "Carholme" in March. There is also a two days' meeting in June, and another in November. The opening fixture occupies three days, the popular Lincolnshire Handicap, established in 1853, being run on the Tuesday. The interesting Brocklesby and Tattersall Stakes also take place here. It is recorded that in the year 1861—*Benbow's* race—such terrible weather prevailed at Lincoln that the races had to be postponed from the beginning to the end of the week. The races are held at a short distance from the station and city, on the Great Northern railway, which is the most direct route from London, viz., 130 miles. The Midland also have a service of trains, *via* Nottingham, and the Great Central serve the meeting.

The geology of the Carholme is clay, sand, and limestone, about 35 feet only above sea level. Its soil is light and unproductive. The shape takes a very irregular outline over very hilly ground, one mile six furlongs and thirty yards in circumference, with a good width of 32 paces, and a run-in of half a mile.

* * * * *

The Course.

Over the straight mile are run the Lincolnshire Handicap and the two-year-old races, and it may, therefore, be as well to deal with this interesting portion of the course first.

The start is on the fall over very uneven ground to 150 yards past the five furlongs post, where a rising gradient, equal to 1 in 60, occurs to the run-in, running slightly undulating to within 120 yards of the winning post, which is down hill. The entire fall on the mile is about 5 feet.

The Five Furlong Course starts just on the fall, and perfectly straight with the winning-post.

Flat Racing only.

The Round Course is left-handed, and a very dead and tiring gallop in spite of the humidity of the atmosphere and frequent rains, to which the county is so accustomed. The ground never becomes sloppy; water having but little effect on the soil.

The Mile and a Half Course commences on a very even piece of ground for 350 yards, crossing *en route* a road near the turn, round which the ground is well placed for galloping.

The first quarter of a mile is on the rise to a few yards past the 1¼ miles post, where the land begins to fall rather steeply for a furlong, rising again, but not so severely, round the left-hand top turn, along which the land lies favourably to the entrance to the straight. The turn at the last point is rather sharp, and running out is a frequent occurrence. I have seen Sam Loates actually steal races here, simply by judicious horsemanship. The going all round is very lumpy, and on the top side there is a ditch running parallel with the course on the right hand, which is unguarded, while the course along this stretch is marked out with posts.

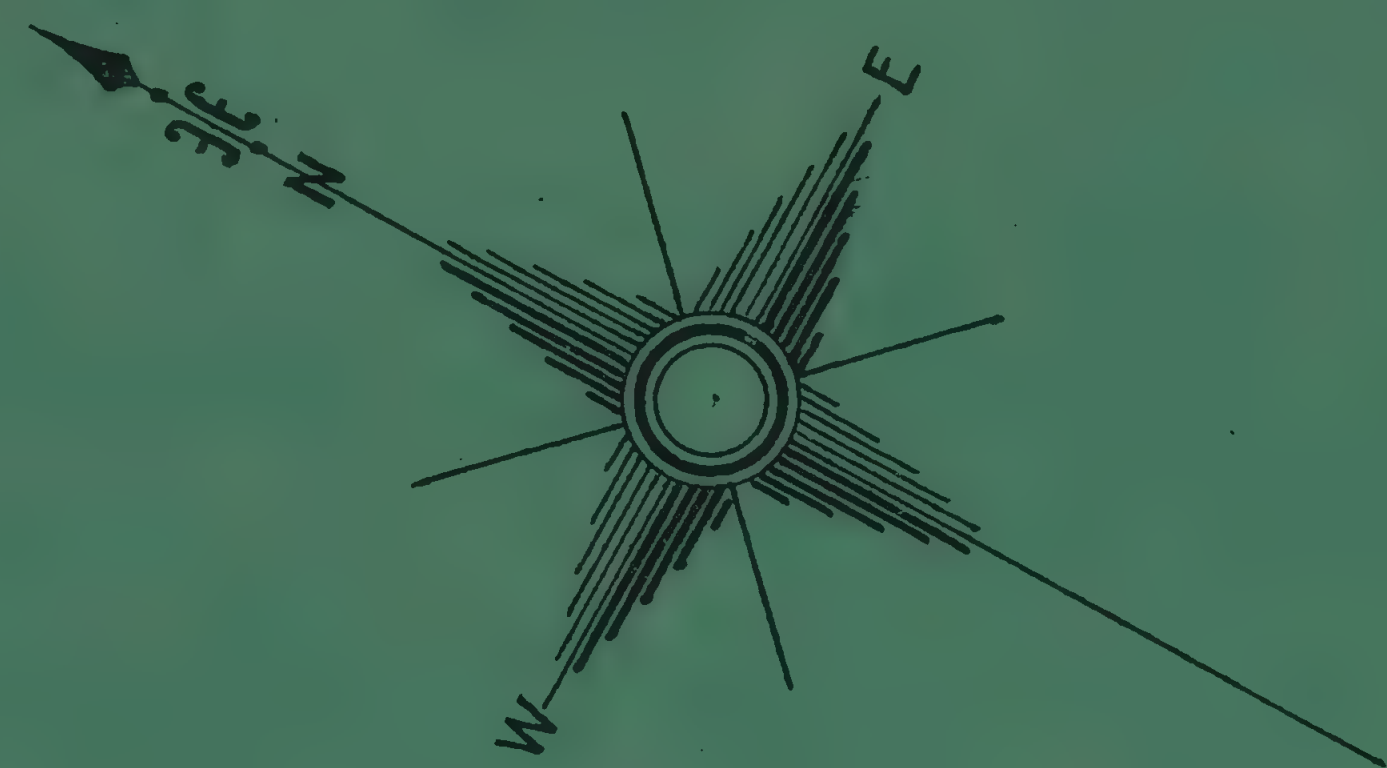
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REMARKS.—It is advisable for jockeys to avoid taking a line too close to the rails, because the ground runs in hollows, and it is much better going 3 or 4 feet from the rails. A very sharp, active animal is most at home over this course, which is certainly not adapted to very high-couraged and excitable horses, whose temperaments are often upset by the crowds of people who are permitted to extend the whole width of this course, even until after the start of this important handicap.

I should like to suggest that some of the adjoining land be acquired and added to the paddock, in order to meet the requirements which the meeting demands. Stabling in Lincoln.

Clerks of the Course.—Messrs. FORD AND SONS, King Walk, Nottingham.

LINCOLN.



THE CARHOLME OR WEST COMMON.

ONE MILE

7 FUR.

6 FUR.

5 FUR.

Lumpy

Falls 5 feet 1 in 264

$\frac{3}{4}$ MILE

Fall 25 feet = to ONE MILE 1 in 71

2 MILES

Falls slightly W.P.

$\frac{1}{4}$ MILES

1 MILE, 3 FUR.

Rises 25 ft to 1 in 53

$\frac{1}{2}$ MILES

Going irregular on slight fall

Rather undulating

RING

W.R.

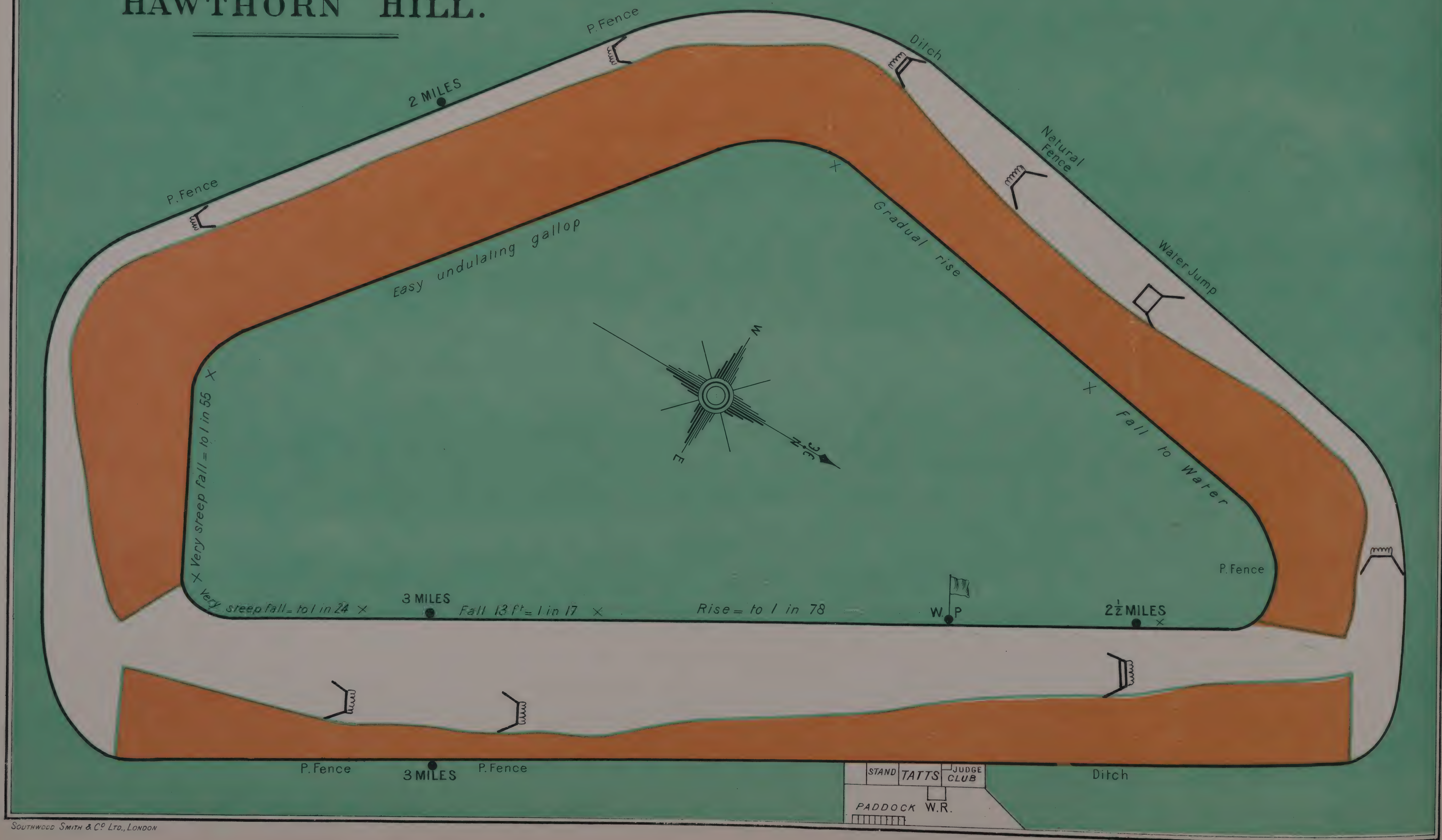
TATTS.

JUDGE

PADDOCK

CLUB

HAWTHORN HILL.





SEVERAL two-day fixtures are allotted to this little Berkshire hunting ground, on the estate of that popular sportsman, Sir Robert Wilmot, Bart., who, since the abandonment of the Royal kennels at Ascot, has taken over the Mastership of the Berks and Bucks Staghounds. Hawthorn Hill receives a very large share of social patronage, inasmuch as, during the lifetime of the late and deeply lamented Queen Victoria, a meeting was held in honour of the Queen's Hunt, open to the farmers of the united counties, and another meeting was taken over by the United Brigade of Guards, which organised a rendezvous for the socially-elect, quite on all fours, in a small way, with Sandown. Recently, I have discovered that the enterprising Baronet is leaving nothing overlooked that is calculated to add to the convenience of visitors, and those professionally engaged, at this pleasant little meeting.

The geology of Hawthorn Hill may be taken from the report of Messrs. Thomas Tilly and Sons, made after boring for water level in 1880, which reached 80 feet from the surface. The undersoil is London clay, or grey sand and blue clay, overlying Reading beds (*see* Geological page), with a base of upper chalk at a depth of 445 feet. It is situated in Berkshire, about $4\frac{1}{2}$ miles from Maidenhead, on the Great Western, and about 5 miles from Bracknell on the London and South Western system. The distance from town is 25 miles.

The Hawthorn Hill Meeting.

Steeplechases and Hurdle-races.

The general gradient on the first part extending into the straight is 12 feet, equal to 1 in 55. To the second fence from the winning-post is 24 feet, equal to 1 in 24. On to the dip past the last jump is another 13 feet, equal to 1 in 17. The entire declivity is equal to a fall of 1 in 22. The rise on to the winning-post is equal to 1 in 76.

There is one natural fence, the second one after the water jump. All the others are brush fences, built of growing privet, and thickly faced with birch. The ditches are full size, with the guard rail unbanked. The brook is very simple to get over, as it is formed at the bottom of a nice falling gradient on the far side. It is a very nice small bit of country for the hunting class to help their pedigrees.

* * * * *

Stabling near the course.

Hotels.—Maidenhead and Bracknell.

Clerk of the Course.—Sir R. WILMOT, Bart., Binfield, Bracknell, Berks.





What efficient management will accomplish this meeting is another instance. At the inaugural fixture in 1898 a fiasco took place through want of managerial foresight, which created some unpopularity for a time. However, in 1901 the Hanover Square firm took over the jurisdiction of its future welfare. This firm's practical and enterprising energy and experience place them in a premier position as regards the control of race-meetings. They possess a vein of magic aptitude for removing all birth-stains by substituting what is really wanted; their first aim has been the well-being of the owner and trainer, then the protection and comfort of visitors, and by adding to these benefits a programme of interest both for the spectator and the speculator, they have completely lifted this fixture out of its initial abyss of disrepute and obscurity.

The course is at Westenhanger, in Kent, near to the paddock, 64 miles from Charing Cross on the S. E. Railway, who provide a service of trains at exceptionally cheap rates. It is within easy distance of Folkestone and Hythe. It has a Club, largely patronised by the county gentry and officers garrisoned at Shorncliffe.

With reference to the geology of the ground, there was some division of opinion as to the correct classification of the deposit, but Mr. F. Drew, in 1861, having made a satisfactory survey, classed it in the district among "Folkestone beds," running to a thickness of 250 feet. It is chiefly of a calcareous nature, and consists of sand, false bedded, and slightly ferruginous, or carstone—a stone largely employed for road making. A clear description of the soil is "lower greensand" of a very sandy-loam character. The conformation is very nearly identical with that of Leicester, but the latter is possessed of much better going, while the straight mile is not quite such a switchback as that at Folkestone.

In wet weather the ground here is simply wicked; horses gallop right into it over their fetlock joints, and not only is it very deep, but very holding, its particularly loamy character rendering it very tenacious.

There is a straight mile as at Leicester. The round course at both places is very undulating.

The Folkestone Meeting.

*Flat, Steeplechases,
and Hurdle-races.*

The Course and its Contour

Is right-handed, one mile and a quarter round; the plan describes the hilly character on the far stretch. It is a give-and-take gallop, but an awkwardness occurs as the turn is made for the run home. It falls into a sort of hollow before a short climb of nearly 8 feet on the corner, which is about 550 yards up to the winning-post.

The going is very deep and holding in bad weather, and very hard during frost.

The Mile Course is for the first part a perfect switchback, commencing on a fall in the first 330 yards of 19 feet, with a side depression from the rails rising to the six furlong post, where the cross formation is the reverse, falling to the rails. On the last quarter of a mile the ground is level on the cross section consequently a true finish is obtained. Taking the line from the six furlongs, the land falls to 150 yards past the five furlong post, equal to 1 in 220, and rising again to the three furlong distance 5 feet, equal to 1 in 180. Then it falls again to the turn, where the round course joins the straight, to a gradient of 4 feet in 160 yards, equal to 1 in 120. The remaining 550 yards to the winning-post are on the rise to 9 feet, equal to 1 in 157. The finishing 100 yards are practically flat.

The turn into the straight is awkward, due to the land falling and rising suddenly about 8 feet. The course is 29 paces wide.

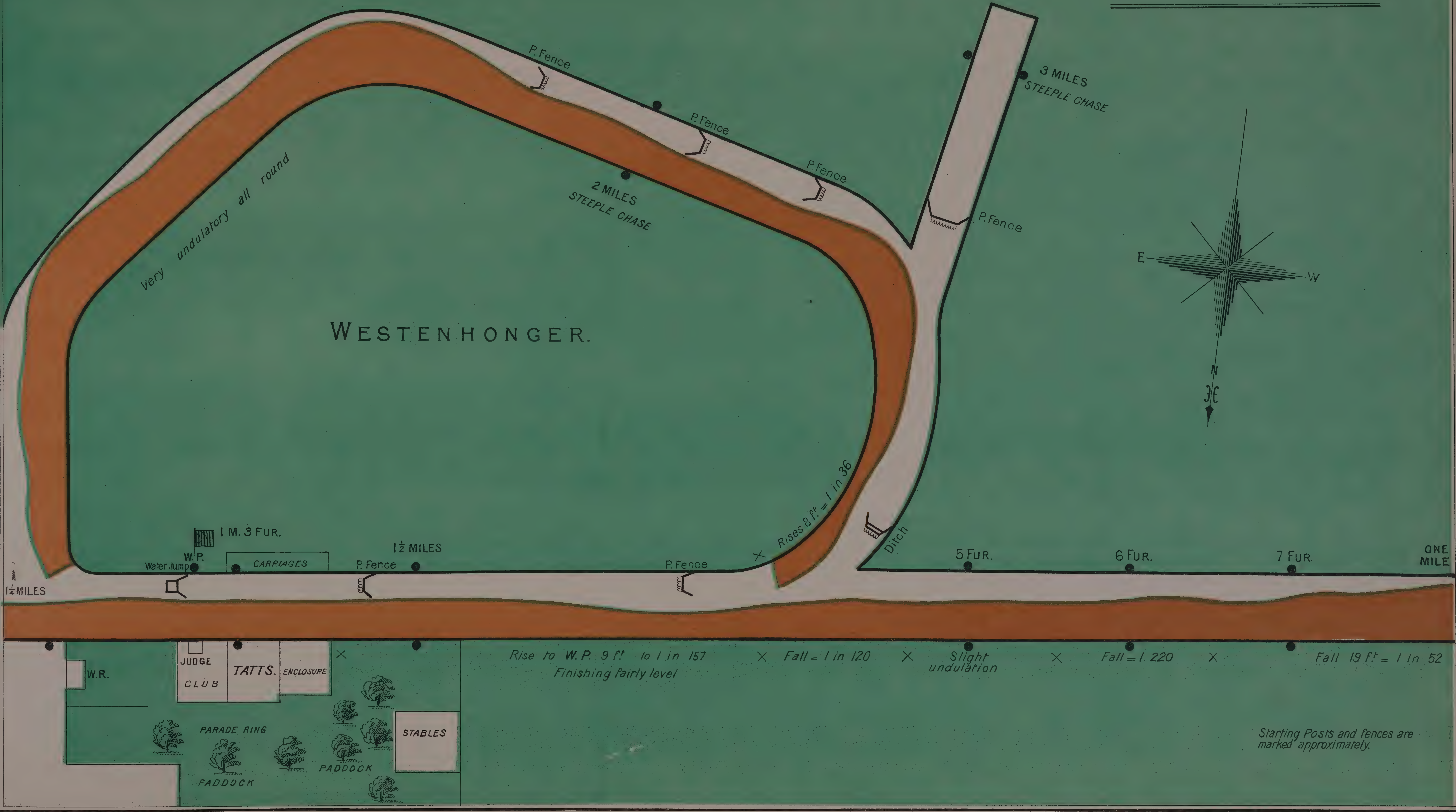
The Steeplechase Course is very easy in fair weather; the fences are upright and of birch. The water jump is opposite the stand; the running line is also right-handed inside the flat track. In the hurdle races much ground may be saved by keeping close on the rails of the flat course in passing the stand for the left-hand bottom turn the first time round. I have seen many races lost through not heeding this advantage, and through riding round here too carelessly.

* * * * *

Stabling on course for 120 horses, with boys' quarters, veterinary surgeon, farrier, and conveyance of horses and trainers free of charge.

Secs. and Clerks of Course.—Messrs. PRATT AND CO., George St., Hanover Sq., London.

FOLKESTONE.



ALEXANDRA PARK.

STABLES

The five furlongs only finishes on this side

ST. POST
ONE MILE.
1½ MILES & 190 YDS

CARRIAGES

Start of
I.M.I.F.

JUDGE 1 M.I.F. 100 YDS

+ Rises to W.P.

BANJO OR DRUM
SECTION

Very evenly
formed
round this
intersection

Rise on the 4½ FUR.
35ft equal to 1 in 85

ENCLOSURE

ENCLOSURE

TATTS.

JUDGE

W.P.
1¼ MILES
only

LAWN

CLUB

W.R.

All Races from one mile upwards
finish on this section.

Rises = 1 in 35

5 FURLONGS START

PADDOCK

STALLS

NOTE., Starting and Winning Posts
marked approximately.

HORSE DOCK SIDING

Fall = to 1 in 75



ELD always on a Saturday, this metropolitan sporting venue has four one-day meetings, and is the favourite racing resort of the sporting Cockney. The races take place at Muswell Hill, in Middlesex, on the site of the

grounds bordering the Alexandra Palace, very close to the Wood Green Station, on the main line of the Great Northern Railway, and about six miles from London.

Messrs. Pratt, Verrall and Cathcart have certainly worked miracles with this fixture, by transforming what was once a far from reputable, into a very interesting feature in the Calendar. And well merited is its social support, for the entire place has been converted into a most picturesque scene, whilst no consideration for the convenience of the large number of lady patronesses has been overlooked—an essential provision against the Babel and bustle of Tattersall's enclosure. As regards the course, not very much can be said in its favour, except that it is always kept in very good order. In the first place, about three furlongs only can be viewed of the five furlong races, and the view of the long races is badly interrupted, the start of the first named being invisible from the stand, owing to some elms, which obscure the view.

The $1\frac{3}{4}$ miles, 1 mile, 5 furlongs, and the $1\frac{1}{2}$ and 110 yards, races are run round what may be described as the drum section. The other distances, viz., $1\frac{1}{4}$ miles, 1 mile 1 furlong, and 1 mile, are decided over a course bearing every resemblance to a lawn tennis bat. There are no seven or six furlong races.

The fields are always of good proportion, especially the London Cup of £1,050. The Sale Handicap and Coronation Cup of £1,000 are abolished.

* * * * *

The Geology of the Ground

Is London clay (lower eocene series), consisting of stiff brown and bluish slate coloured clay, with layers of cement stones. The base comprises green and yellow, sandy and loamy beds, with flint pebbles cemented into hard stone of carbonate of lime. The upper strata is clayey and sandy, which becomes very deep in bad weather—unstable in fact. It has a good covering of herbage, and with constant watering the land seldom fissures now.

Alexandra Park Meeting.

The Course with its Contour.

On the five furlong course it runs right-handed. On distances for all the other events it takes a left-handed line. At the first-named it is fifty-three paces in width. In the straight it is about forty-five.

The Five Furlongs.—The start has an enormous width of 52 yards, but the ground is untrue, owing to a side depression falling from the rail side, which gives those drawn there a considerable advantage. There is a fall on the first 150 yards, equal to 1 in 75. From this point to the winning post there is a rising gradient of 35 feet, equal to 1 in 85. Round the turn the land is unfavourable, and should be raised transversely to $1\frac{1}{2}$ inches to the foot. This would obviate the frequent running out in the short races, which are run right-handed, and help to assist in making the turn. The run-in is about half a mile on the rise to midway, where a short rise occurs; the finish to the first winning-post runs fairly easy.

Horses on this line always finish on the far side.

On the Round Course all the races start in close proximity to the stands, and are run left-handed, as the course is but $1\frac{1}{4}$ miles in its single outline, resembling, as I have already said, a lawn tennis bat. This place is without exception, the oddest racecourse I have ever surveyed. In its entirety it takes three shapes (*see plan*). The long distances, from 1 mile upwards, are run over a very circuitous line. The first five furlongs are over the reverse way of the ground, as described in the short course above, which is equal to a fall of 1 in 85. On the next furlong there is a stiffish rise, equal to nearly 1 in 35, running undulatory to the stands, where the course deviates slightly to the right hand and falls a trifle.

In the $1\frac{3}{4}$ miles distance the bottom turn must be negotiated twice, by continuing a line the first time round a complete circle (or drum shape). The land on the intermediate line or circle lies well for galloping.

* * * * *

Free Stabling on the course for 75 horses, and stall accommodation for as many more.

Clerks of the Course.—Messrs. PRATT, VERRALL, AND CATHCART, 9, George Street, Hanover Square, London.



ANY attempts have been made to institute a race meeting near Birmingham, but until Messrs. Ford and Sons secured this favourable venue near Bromford Bridge in 1894, they were all failures. The one great drawback in regard to this old Midland fixture is, that it lacks the influence of social patronage, otherwise it should claim a place amongst the best English courses, on account of the very fine character of the ground, and the unstinted energy which has been extended to its general appointment. As for the going, it is amenable, naturally, to all sorts and conditions of weather, with good results. It is situated on the Earl of Bradford's estate, three miles and a half from Birmingham. The Midland railway's station and horse dock are in close connection with the course and stables at Bromford Bridge.

There are seven meetings each year, arranged thus:—February (two days), steeple and hurdle; April (two days), flat racing; April (two days) steeple and hurdle; June (two days), flat; August (one day), flat; September (two days), flat; October (two days), steeple and hurdle.

The stands here are erected on a perfect angle, and afford an uninterrupted view of every race from start to finish. The course in outline is comparable with New Manchester and New Phoenix Park, as they are all right-handed, and very similar in their general conformation, both longitudinally and vertically; but Birmingham possesses much the better going; in fact, it is one of our best, and certainly one of the truest courses under Jockey Club Rules. The turns are well formed and gallopable, leaving no advantage even on the round course.

The stakes are of ordinary value. There is no race on the flat less than £100. There are two handicaps; the summer races, in June, about £300.

The steeplechases and hurdle-races vary from £36 to £183. The fields, as a rule, range largely.

Birmingham Meeting.

Flat, Steeplechases, and Hurdle-races.

The Course and Geology.

It is 250 feet above sea level. The undersoil is sand and gravel, with just a suspicion of clay here and there, while the superficial thickness of turf is sound and springy, very thickly herbage, and wonderfully well looked after, as I have gathered from several inspections, by the addition of plentiful peat moss dressings. Although it

possesses what the rules enforce now—viz., a straight mile, it is seldom used, as the management, in studying their patrons, declare in favour of the mile on the round course, bringing the race within better view from the stand. I entirely disagree with this arrangement, because a straight mile is what many far more important meetings would expend vast sums of money to obtain, and, moreover, it affords such a splendid gallop here, equally fair to each competitor, irrespective of the draw for places, a feature to which but few meetings can lay claim.

The circumference of the course is 1 mile 3 furlongs 32 yards, with a width of 30 yards. The races described as 1 mile 3 furlongs are, in reality, 50 yards longer; this is done to avoid the start on the curve. On either side there is a good true gallop of over half a mile. The turn into the straight is about 300 yards, well shaped, on a nice swinging curve, with the side section nicely graduated towards the rail. Racing at full tilt into the straight is quite practicable, without the hazard of running out, so well does the ground lie. The run-in is over half a mile.

What gradients there are can be followed from the plan. It is practically a flat outline; yet it is not such a dead trying gallop as at Gatwick or Windsor.

The steeplechase course is also a very good one, and most of the horsemen, who have had some experience over it, speak very highly in its favour.

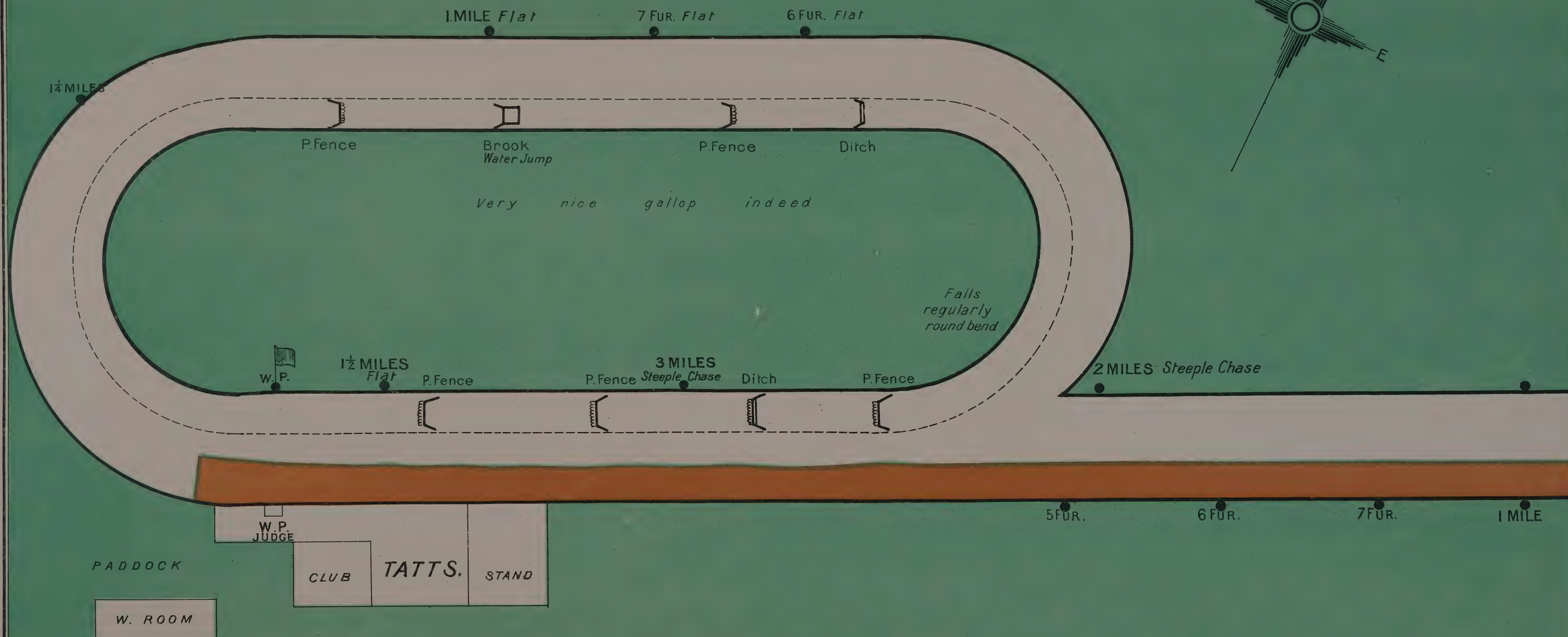
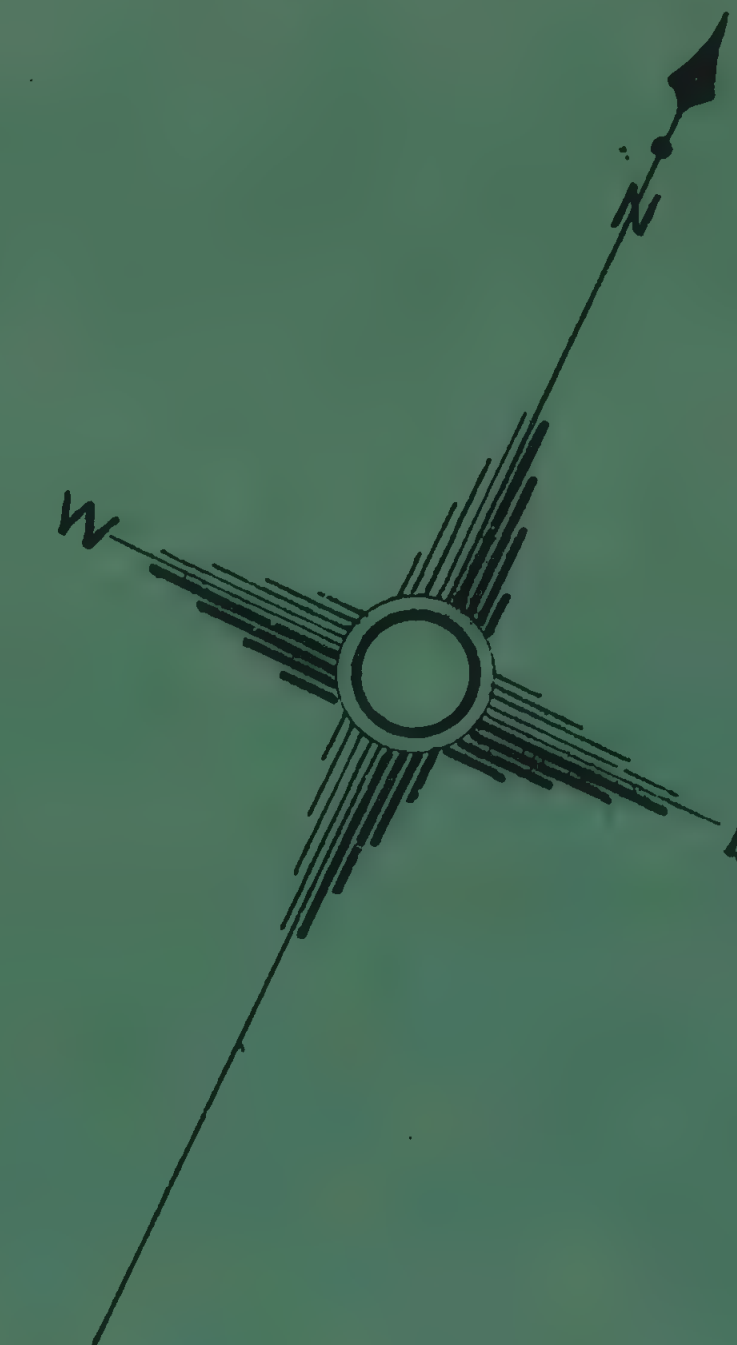
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Stabling on the course for over 100 horses, at a very small charge, forage included. Hotels at Birmingham.

Secretaries and Clerks of the Course.—Messrs. FORD AND SONS, Nottingham.

BIRMINGHAM.

UNLOADING DOCK
AND
RAILWAY STATION

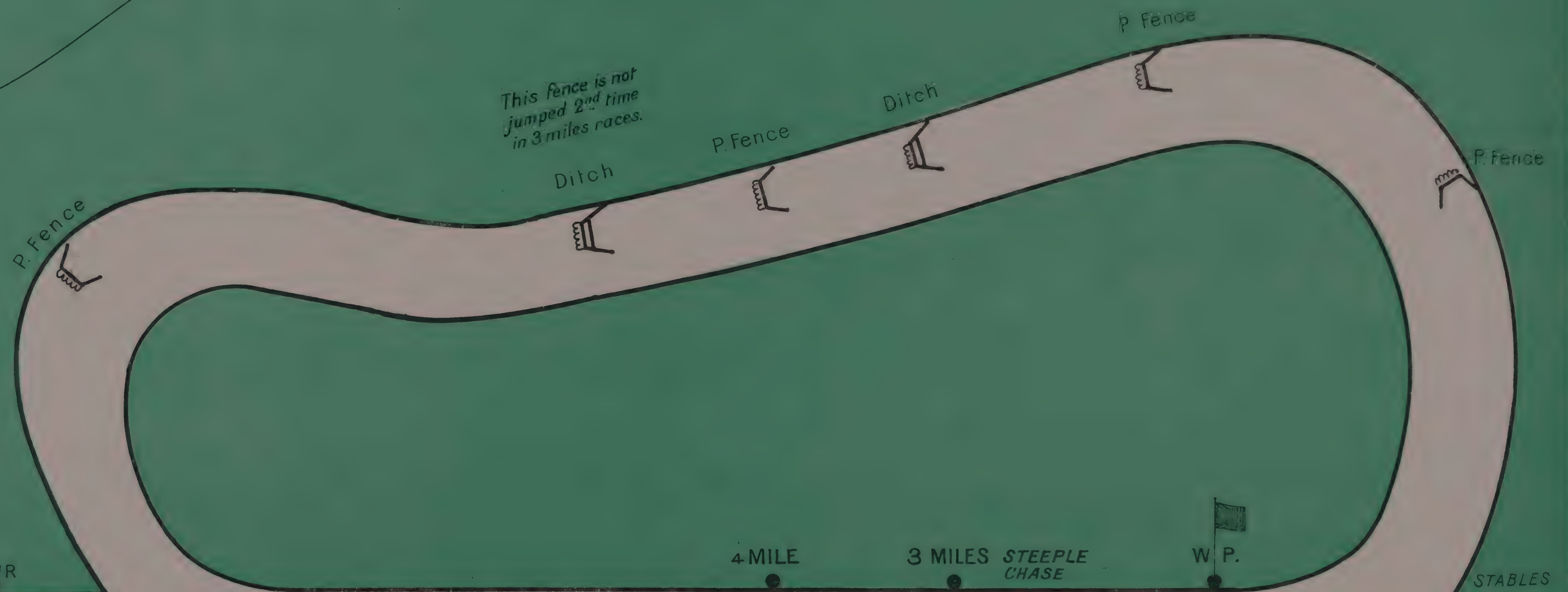


PORTSMOUTH PARK.



SEA WALL

This fence is not
jumped 2nd time
in 3 miles races.



1 MILE

7 FUR.

6 FUR.

5 FUR.

4 MILE

3 MILES STEEPLE CHASE

W. P.

STABLES

Fine Test Gallop.

2 MILES
STEEPLE CHASE

P. Fence

P. Fence

P. Fence

Brook

TATTS.

CLUB STAND

JUDGE

W. R.

PADDOCK

THE WHOLE OUTLINE HERE IS PERFECTLY FLAT

STATION & HORSE DOCK

STALLS



HIS fixture is held near Farlington, in Hampshire—the most ill-fated county in the Kingdom in so far as racing is concerned. Formerly, there were meetings at Odiham, Chandler's Ford, Winchester, Southampton, Dorset and Wilt's Hunt, not to mention that typical sporting rendezvous, Old Stockbridge, to which Royalty and fashion accorded such a large share of patronage, owing to the special day for the members of the Bibury Club. And even the original undertaking at Portsmouth Park was abandoned for years, when the present Mr. Arthur Yates, Major Powell, and Mr. Swan purchased the property for £12,000.

The meeting ever since has gone on very prosperously. There are no flat-races here, although there are few places better adapted and furnished with more thorough conditions for the purpose. There is a straight mile very true but very flat, while the round course possesses no unseemly outline.

The course is about 80 miles from London on the London, Brighton, and South Coast Railway, and the London and South-Western. The former have a general service to Farlington Station, quite close to the course. The latter run occasional trains to Farlington, but a regular service to Costram, $1\frac{1}{2}$ miles. The distance from Portsmouth is 6 miles.

There are five jumping meetings each year, three of two days each, and two of one day only; but there are strong hopes that eventually a flat-race fixture may be granted to the Executive. I feel sure that when the Jockey Club consider what excellent gallops are afforded here, and how every requirement of their judicial ruling has been observed and acted upon, they will not hesitate to allot to Portsmouth Park a date in the flat-racing calendar.

* * * * *

The Outline of the Course.

The running line is left-handed, nearly $1\frac{1}{2}$ miles in circuit. The width varies from 25 to 40 yards. The run-in is about half a mile.

The Mile Course is as straight as a bee-line, but very flat, therefore it is a dead gallop, and consequently very trying to some horses.

Portsmouth Park Meeting.

Steeplechases and Hurdle-races.

The Seven, Six, and Five Furlongs would be—in the event of the Jockey Club Stewards extending the courtesy and privilege of a flat-racing date—run under the same conditions.

The Steeplechase Course.—The going over this line is very good indeed, though very level in its general conformation. It is partly natural and partly made-up ground, and owing to its low-lying position, viz., 15 feet above

sea level, becomes slightly waterlogged in wet weather, which engenders a very soft condition. In dry weather it gets a trifle on the hard side, but not so as to become dangerous, or jarring.

The fences are upright and easy to jump.

In the Three Miles Steeplechase the second ditch is missed the second time round.

In the Two Miles Race there are thirteen fences to negotiate.

The geology of the district is "brickearth"—a formation consisting of clay, marls, sands, etc., so named by Professor E. Forbes.

Regarding its conformation, there is very little to describe, as I question very much if the instrument would be able to register a reading of more than 18 inches on its entire area, and it is equally as level on its cross section.

The turns are wonderfully well-formed, and as regards the position at the start there is very little advantage either side, while the run-in is a raceable gallop of good length, affording ample time to regain lost ground, or to demonstrate the value of a powerful turn of speed at the finish.

It is a very satisfactory course indeed both for flat-races and steeplechases, and may safely be characterised as a very true one, being far more deserving of a fixture under Jockey Club rules than Harpenden, Northampton, or Yarmouth.

* * * * *

Stabling on the course for 50 horses at 5s. per night including forage. Ample accommodation also for lads.

Clerk of the Course.—Colonel S. H. TOOGOOD, Winchester, Hants.



THIS meeting bears none of the characteristics of most of our steeplechase courses, it is nevertheless one in which a certain section of the devotees of the National Hunt rules are especially interested. This may, perhaps, be owing to it forming the nucleus to a complete shell of training quarters, and yet its present success is not due to this advantage alone because these preparatory horse establishments have existed ever since the meeting's foundation. Several efforts have been made on its behalf, but all have met with signal failure. It was not until the year 1901, when Messrs. Pratt and Company took over the jurisdiction of this Sussex fixture, that any reasonable hope existed of its ever attaining its present status. The course never did, nor ever will contribute to its future, yet the meeting, from being an ordinary fifth-rate one, much below many of the recognised hunt gatherings, has been made to blossom into a very pleasant feature on a small scale in the world of steeplechasing, which the visitors and residents of the South Coast much appreciate. It is approached from Brighton by road.

The conformation of the ground is rather awkward, owing to its up and down character, and sharp turns. The riders are compelled to be always on the alert in watching the turns, or the too frequent undulations. Being all hills and dales, no portion of it affords a really good gallop. As a matter of fact, the finish is very deceiving, and many horses refuse to persevere on reaching the final climb.

It is essentially an autumn and spring gathering. Quite a *recherche* little club stand and carriage enclosure have been arranged for the comfort of visitors. The sport, though not of a very high-class character evokes sufficient interest to make it attractive. The value of the stakes for competition vary from £33 to about £100.

The geology on this portion of the Sussex hills is "lower chalk" under the Sandgate beds series, consisting of dark, clayey, sand and clay. Weald clay and Fuller's

The Plumpton Meeting.

Steeplechases and Hurdle-races.

earth is classed with these beds, which abound to a thickness of 12 feet in the district of Redhill, Reigate, and Milfield. This accounts for its very heavy condition in bad weather.

* * * * *

The Course with its Gradients.

The line of running is left-handed. About 1 mile and 210 yards in circumference, with four turns. There is an average width, with a very short run-in. The fences are built of birch—brush fences. In 1901 a new course was marked out for the two miles hurdle-race, which was a good idea, because it afforded a full view of the start for that race, which was formerly quite hidden from view behind the brow of the hill. The horses are only lost sight of going round the top right-hand turn the second time, but soon appear in view again, so that the interest in the races is never lost.

The general gradients may be followed from the plan. The steep declivity on the far side registers a fall of 54 feet, equal to a gradient of 1 in 23. On the straight to half way there is a fall of 4½ feet, equal to 1 in 108. From the point before the water jump to the winning-post is a rise of 6 feet, equal to 1 in 100. On to the brow of the hill is a very abrupt acclivity of 33 feet, equal to 1 in 20.

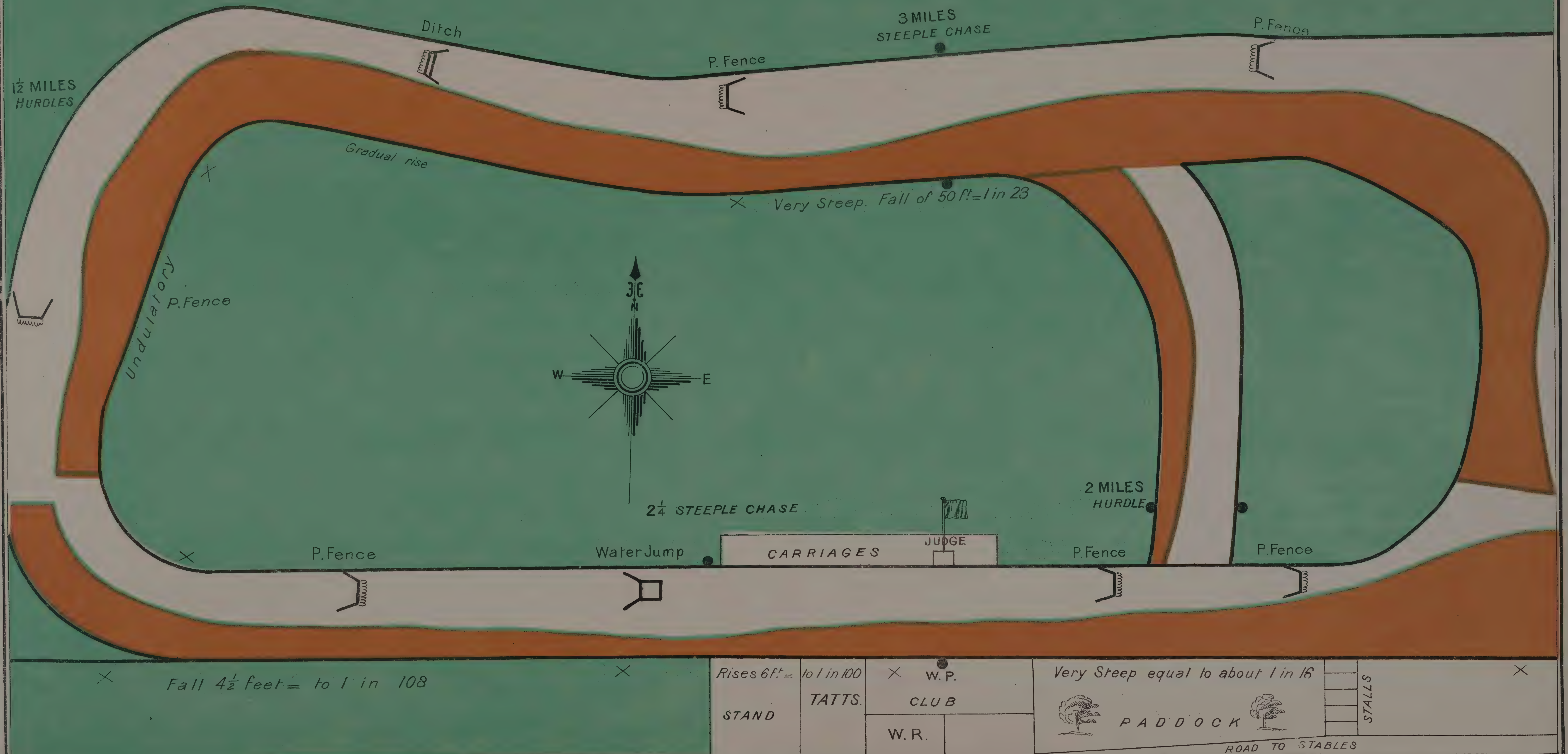
Plumpton is 44 miles from London on the London, Brighton, and South Coast line, from Victoria Station, and within a very easy ride or drive from Brighton and Lewes. The railway station platform adjoins the ground.

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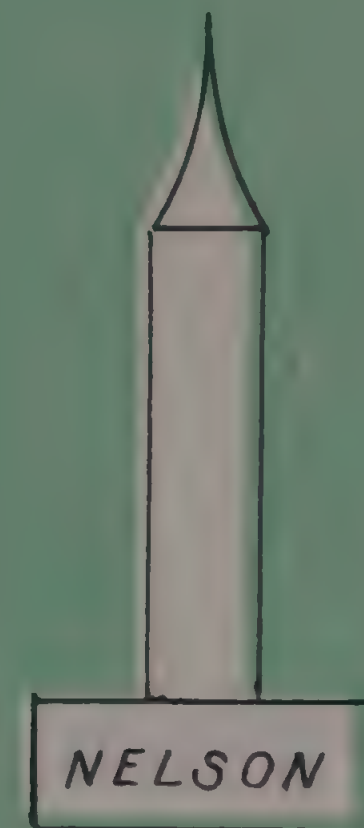
Stabling on the course for 50 horses. Hotels at Brighton.

Secretaries and Clerks of the Course.—Messrs. PRATT AND COMPANY, George Street, Hanover Square, London.

PLUMPTON.



GT YARMOUTH.



CARRIAGES

Rise = 10 1 in 131

Fall = 10 1 in 250
6 FUR. 7 FUR.

1 MILE

STAND

JUDGE

STAND
AND
ENCLOSURE

PADDOCK

W. R.

STALLS

The Yarmouth Meeting.



BEYOND providing recreation for the fishing district of the Norfolk coast, and a holiday for the Newmarket people, I fail to see what right exists for this place to take precedence among flat-race fixtures of such a venue as Hooton Park, where there is a course which places the track on the Norfolk Denes completely in the shade.

The above is a two day fixture in September, held on the Denes bordering the Yarmouth roads in Norfolk, 121 miles from London on the Great Eastern Railway, about a mile from the course.

It cannot be stated that this meeting is invested with any particular racing interest, nor is it deserving of much patronage. The arrangements for the general convenience are simply abominable, and, so far, there does not appear to be any desire to remove the unsightly surroundings, and to improve the enclosures, so that the proceedings may be enjoyed with some degree of pleasure and comfort. Yarmouth races exist for no other purpose than to remind one of those discordant days at Kingsbury, West Drayton, Streatham, and Croydon. They began and remain on exactly the same system, and in the hands of a Mr. Sutton there is no indication of approaching reform, although, perhaps, there is not the ruffianism now at these races which I have known to take place. I question very much whether, if it were not for the Newmarket people regarding the dates in the light of a holiday, it would be possible to continue the races, for 85 per cent. of the horses that run at the meeting come from the headquarters of the turf, although they are, at best, but poor representatives of the Newmarket stables.

Yarmouth has a very able and experienced Clerk of the Course in Mr. W. C. Manning, and were he to have a free hand in the reconstruction of the enclosures and stands here, there would yet be time for Yarmouth races to be recognised as a fixture worthy of attendance.

Flat Racing only.

The ground over which the course is marked out is what is geologically named "blown sand" and "marine shingle," on which it is impossible to cultivate a soil with any element of productiveness, to assist overgrowth of any kind, with the exception of the grasses *Ammophila* *Arundinacea*, *Elymus* *Arenarius*, *Knappia* *Agrostidea*, *Bromus* *Arvensis*, and *Holcus* *Mollis*. These sea-reeds thrive on sandy bottoms; but rob whatever soil there may be of its virtue. In short, it is not within the bounds of experience and patience combined, to produce a course on the present site of the Yarmouth races that would be, or should be countenanced as a guide to the professional interests of the "Turf." Tennyson called the place "the long, low lines of tussocked dunes."

The course is right-handed, and practically a flat one, there being but a difference of 9 feet only on the entire outline. This acclivity is very gradual.

There is a straight mile, deviating slightly from a bee-line, on which in the first half mile is a little undulation, the finish is as flat as a billiard table.

The run-in is 6 furlongs, and on the fall.

The five furlongs begin on a very slight bend in the course, affording a small advantage to the far side.

Yarmouth stands the lowest below sea level of all courses, viz., 9 feet. The highest was Richmond, in Yorkshire, but at the present time Bath, in Somersetshire, is the highest, being nearly 700 feet above sea level.

* * * * *

Stabling in the town close by.

Secretary.—Mr. J. SUTTON, Great Yarmouth, Norfolk.

Clerk of the Course.—Mr. W. C. MANNING, Newmarket.

NOTE.—All the essential gradients which are not shown by the Ordnance Survey or any official local survey have been obtained by Messrs. Elliott Brothers' (Leicester Square, London) "Improved Surveying Compensated Aneroid," reading by a two-feet vernier.



HERE are no people more susceptible to the charm of poetic rhythm and the art of timber-topping than the Irish horse-loving subjects, so I may be pardoned for repeating a very simple inspiration of a Donegal bard, which recurred to me as I stood upon the small plateau of the Herd-garden "double" at Punchestown:—

"Blow softly down the valley O wind, and stir the fern
That waves the fronds o'er the King of Ireland's cairn."

Ireland was the origin of steeplechasing, and its people instinctively sportsmen, while their admiration for the chaser is boundless, and any attempt to deprive them of this inborn characteristic, in which they excel as past-masters, would raise a great determination, (however vast be the sacrifice), to crush any prohibitive measures against their national fascination, for the love of the "chaser" is the very soul of their happiness and part of their nature. In fact, the one thing reigning paramount among Irishmen is the possession of a good horse. The large social patronage which these races have inherited is proof beyond question.

These races were founded in 1863, take place in April, and despite other meetings that have developed during the last decade, will ever remain the most popular steeplechases in Ireland. A more natural area of country, over more perfect ground, it is impossible to conceive, which cannot fail to gratify the most ardent and exacting sportsman. The place is truly delightful, in its hilly and agricultural perspective.

The Lord Lieutenant entertains members of the Royal Family, in honour of the meeting, at the Viceregal Lodge, Dublin, and also on the course.

The races are twenty-one miles from Dublin by the South Western Irish Railway, to Naas thence three miles through a very picturesque part of Kildare.

The geology of this district is "Lower Silurian" (*see* Geology), possessing a superficial soundness in a good depth of fine soil overlaying yellow clay, always in good condition.

* * * * *

The Contour of the Course.

The altitude is 500 feet above sea level. It takes in, as herein stated, a very fine

The Kildare and National Hunt Meeting.

Punchestown Steeplechases.

stretch of natural grass land. The length extends for three miles, known as the "Conyngham Cup Course," on which there are three "doubles," including the famous "old double" into Herd-garden. This obstacle is 4 feet high, with a ditch 5 feet wide on the taking-off side, and about 4 feet 6 inches wide on the landing side. The other "doubles" are not so wide, but somewhat higher. The

other jumps are ditches, walls, and banks. The wall is 4 feet 6 inches on the Downshire course and 4 feet elsewhere, built conically of small oval-shaped boulders.

On the National Hunt Course there is an "up-bank," 4 feet high, with a ditch 5 feet wide, whilst further on is a fence 3 feet high, with a drop over two feet on landing. Within 200 yards of the winning-post is a hedge 4 feet 6 inches high, erected on the brow of a stiffish climb for a short distance.

The run-in is about 440 yards, and very trying, although on entering the straight the land falls. A rather severe rise occurs about midway, continuing more gradually for another 100 yards, where there is a slight declivity, the land rising again on the last 25 yards to the winning-post. The entire running-line is right-handed.

The important handicaps are a £500 Maiden Plate (4 miles, Conyngham Cup Course); the Prince of Wales Open Handicap of £400 (3 miles, Old Course). The remainder of the races vary from £100 to £300. The entire added money is £2,295.

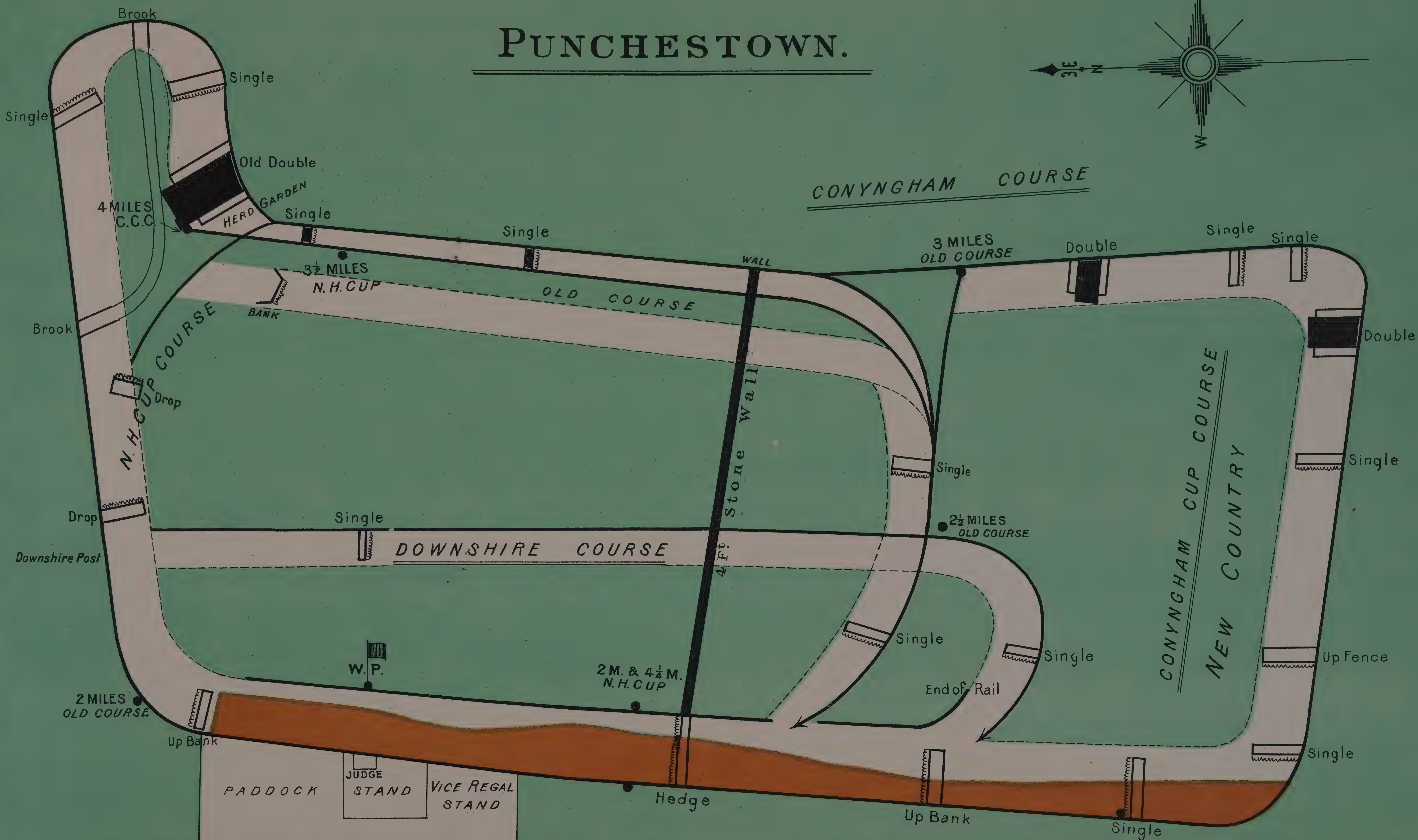
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REMARKS.—It would be unwise attempting to win a race here with an animal having previously shown good form at Aintree, unless it was familiar with the country. I am aware that the Liverpool course is a very severe course, and mighty hard to negotiate with any degree of safety, but this course is quite different, as it is purely natural and very hilly, with obstacles only known to the hunter class of animal. In regard to test of stamina, they are alike, and require a good strong leaper wonderfully well trained in order to ensure success.

Secretary.—Mr. T. BRINDLEY, 14, Upper Merrion Street, Dublin.

Clerk of the Course.—Mr. R. MC K. WATERS, 98, Stephen's Green, Dublin.

PUNCHESTOWN.





THE HERD GARDEN DOUBLE, PUNCHESTOWN.



THE STONE WALL, PUNCHESTOWN.

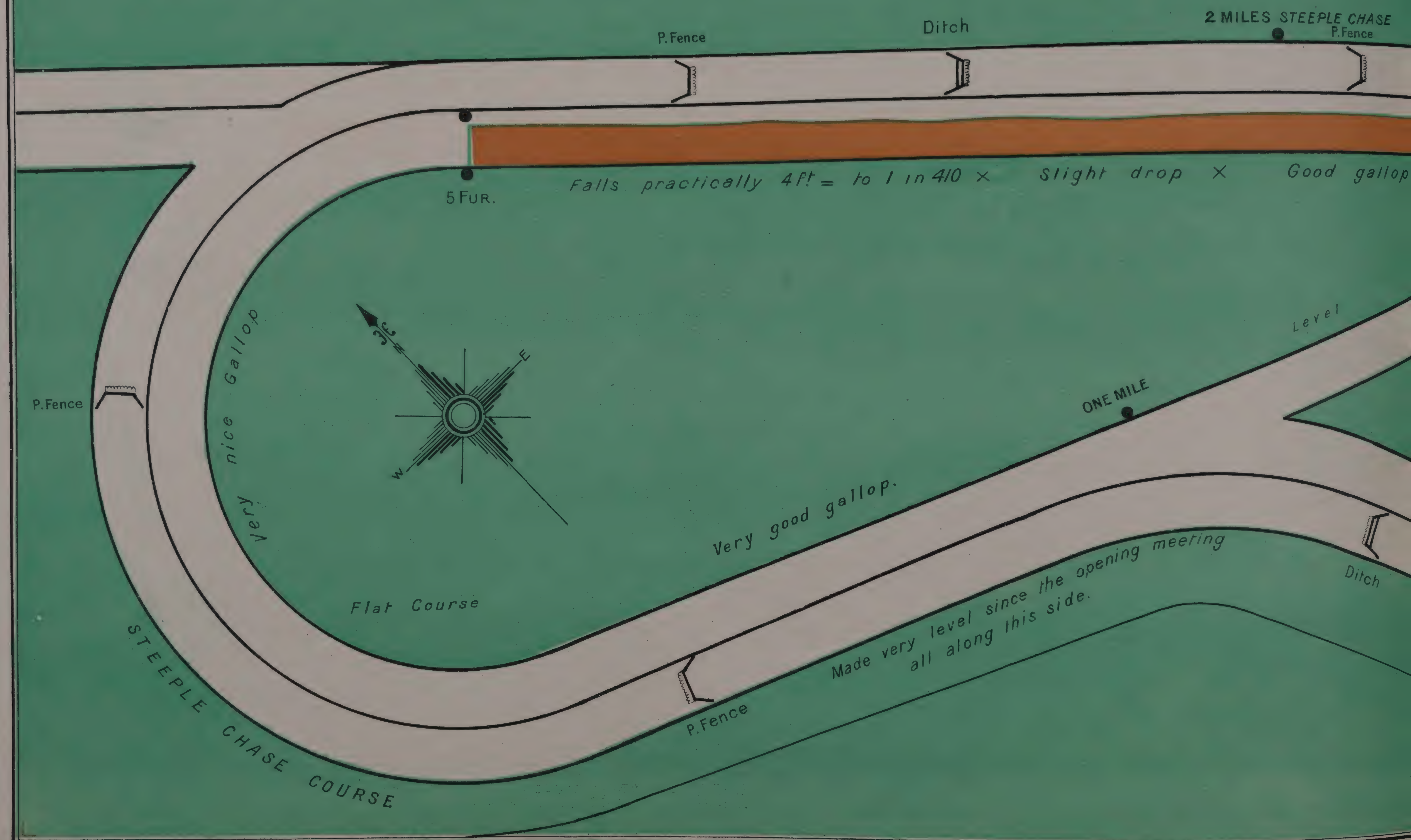


THE BROOK, PUNCESTOWN.

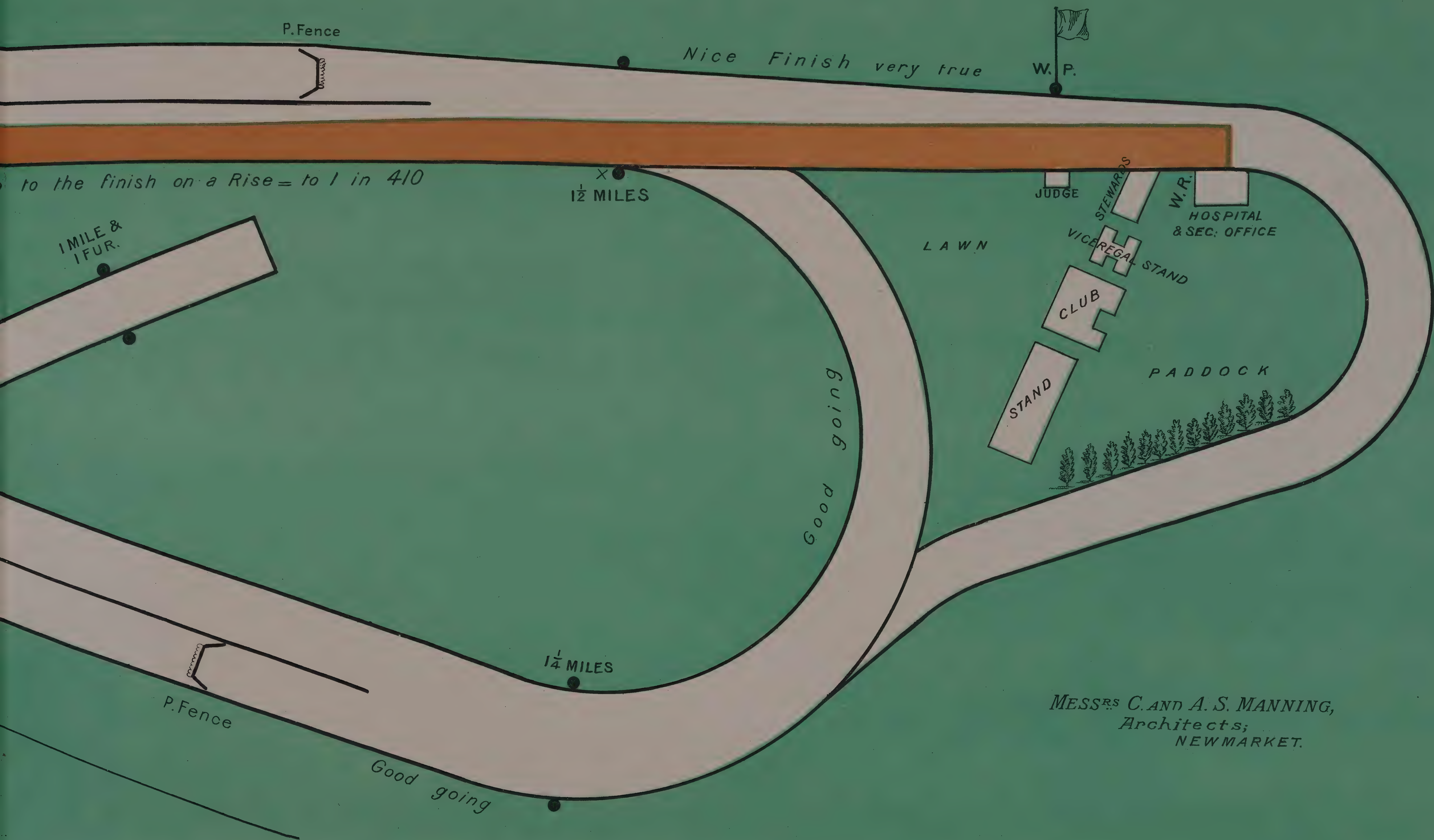


THE BANK, PUNCESTOWN.

NEW PHOENIX



PARK.





THEIR EXCELLENCIES THE EARL AND COUNTESS OF DUDLEY AT NEW PHOENIX PARK RACES.



THE VICEREGAL AND CLUB STANDS, NEW PHOENIX PARK, 1902.



THE CLUB LAWN, NEW PHOENIX PARK.



QUITE clear it is that Ireland does not intend to be browbeaten by any country as regards race-courses. This fixture was established in the year 1902, and held on the outskirts of Phoenix Park, within a short journey of the Viceregal Lodge. Its origination, no doubt, is due to the very successful achievement of Captain Quin, at Leopardstown, in remodelling the modern Irish meetings on the pattern of Sandown, etc. And, to speak fairly, in so far as the general appointments are concerned, they are certainly on all-fours the one with the other. There is, to my mind, no manner of doubt that New Phoenix Park and Leopardstown will become to Ireland what Sandown is to England. In saying this I am not forgetting Punchestown, where for generations the ardent and unqualified devotion of steeplechasing of the true Irish sportsman receive such strikingly characteristic proof.

From a spectator's point of view, the races here are viewed from exactly the same standpoint as at Hurst Park, while the shape and outline of the course is exactly identical with Castle Irwell. Messrs. Manning, of Newmarket, were the designers and architects in each case.

The executive, I understand, is hopeful at some future date of acquiring land that will give them a straight line on the south, or left-hand side, parallel with the run-in, thus obviating the curves on the $1\frac{1}{2}$ and $1\frac{1}{4}$ miles, and affording a straight true gallop for 5 furlongs on either side.

The undersoil is "upper limestone," a carboniferous limestone covered by stony loam, affording capital going.

* * * * *

The Contour of the Course.

To be accurate, there are three flat-race courses running right-handed. The longest is $1\frac{1}{2}$ miles 150 yards. "The Kite Course" takes an angle into the centre, or body of the ground, in order to obtain a straight line from the start of the one mile and one furlong

New Phoenix Park Meeting.

Flat, Steeplechases, and Hurdle-races.

race, as at Castle Irwell. The width at the start of this race is 165 feet, with a run-in of 1,100 yards. Transversely, the land is very even. There was a slight irregularity on parts about halfway up the straight and on the far side, but all this has been remedied, and the entire course made a very good gallop. When the adjoining land is acquired, a straight gallop will be obtained on both sides. I know of no defects in the

conformation of land utilised for racing which are so pernicious or so calculated to cause animals to change their legs, as irregular land. When the work of construction was in progress the land at the turns should have been raised on the cross-section. I presume, owing to the turn being 430 yards, that no six or seven furlong races are judged to be judicious at this meeting. As regards the gradients, little can be said, because the course is neither very trying nor very easy. It is, no doubt, a strong galloping outline. The undulations are very slight, yet enough to afford occasional relief on the long distances.

On the Five Furlongs there is about a four feet fall and rise to the winning-post. In the last short distance the land has a tendency to drop somewhat.

The Steeplechase Course extends 250 yards over $1\frac{1}{2}$ miles, and runs on the outside of the flat, right-handed. There is no water jump here. The fences are built of birch and fairly big. The guard rails to the ditches are unbanked. The finish from the last fence is 335 yards.

* * * * *

REMARKS.—The gallops are fairly good, and the course recommends itself to animals that have shown promising form at Castle Irwell, Gatwick, Windsor, and Worcester, and Birmingham.

Stabling on the course for 90 horses, with forage, at a charge of 5s. per night, and a nominal charge for the lads.

Secretary and Clerk of the Course.—Mr. W. H. PEARD, Ashtown House, Phoenix Park, Dublin.

The Curragh Meeting.



IN writing of racing in Ireland, especially in the district of Kildare, which has been most aptly dubbed "the Newmarket of Ireland," you are at once impressed with the ruling passion for the orthodox pastime of our Sister Country—steeplechasing and the jumping and climbing of doubles and stone walls. Yet at the Curragh none of this happens, for the Irish Turf Club rules are paramount at all the fixtures, although during the season two hurdle-races are included in the programme.

In 1665 races were instituted in Ireland by Sir W. Temple, under Royal influence. On the Curragh Camp, in the county of Kildare some 27 miles from Dublin, races were held as far back as the year 1741.

During the races a service of trains is arranged for passengers and horse traffic to a station quite close to the paddock; on other days the nearest station is Newbridge, about $3\frac{1}{2}$ miles distant.

The programme is always interesting, and very valuable stakes are competed for—in April a £500 handicap (7 fur.); June is the Irish Derby of £1,000, for three-year olds ($1\frac{1}{2}$ miles); July, the Drogheda Memorial of £1,000 (5 fur.); September, the Railway and Anglesey Stakes of £1,000 each (6 fur. 60 yards) for two-year olds; October, the National Produce Stakes of £1,000 for two-year olds (6 fur. 60 yards); and the Grand Prize of £500 for two-year olds (5 fur.).

The geology of the district is composed of the yellow clay peculiar to this country. It is chiefly of a loamy character, and never likely to become water-logged, which keeps the surface soil in a perfectly sound and springy state. In wet weather it is never deep, as it dries quickly owing to its elevation of 400 feet above sea level, and in very hot or cold degrees of temperature it never becomes hard, never cracks, nor is it ever likely to have that jarring effect so pronounced on the clayey ground in England. Therefore the very best of going is always ensured. Its geological series is carboniferous rock, a formation which I have dealt with in the article on geology.

The Course and Gradients.

The area over which the line of running is marked out is natural and pure moor land, somewhat hilly in its conformation on the four miles course. The more important feature is the Madrid mile line, which is, but for a slight curve or elbow, occurring about two furlongs from the start—a straight mile.

The Seven, Six, and Five Furlong Courses are straight, as is the Anglesey course (6 fur. 60 yards), on which many races of great interest take place.

I shall not be exaggerating, or even misrepresenting, the contour of the "Madrid Mile" by pronouncing it to be one of the most trying mile gallops in the United Kingdom. The above indisputable statement may also be applied to the Seven, Six, and Five furlongs, and the Anglesey course. They require good and well-conditioned horses to win races over them.

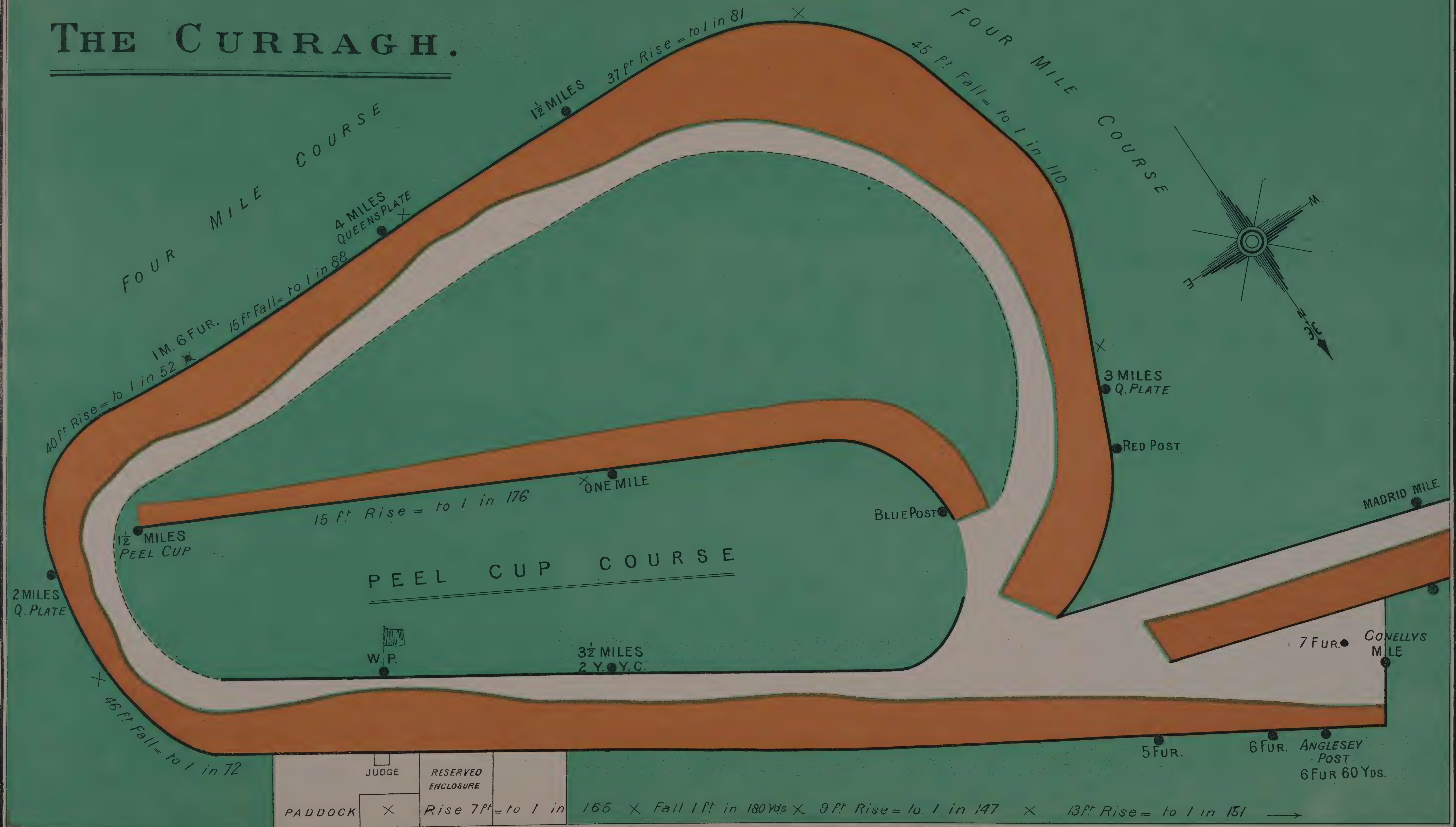
The following are the survey figures on the "Madrid Mile": The start is practically flat. On the first five furlongs is a rising gradient of 17 feet, equal to 1 in 194, where a slight deviation takes place of 1 foot in 180 yards, the land rises on the last 350 yards to the winning-post, equal to 1 in 165. The elevation from start to finish is 24 feet, equal to 1.228. The elevation on the seven furlongs is 29 feet, equal to a rising grade of 1 in 160 for the whole way.

The Round Course and Peel Course are fully described on the plan. The latter affords a rattling good gallop. From a racing point of view, stamina and fitness are the two indispensable essentials here. I have stated the severity of the course, and qualify the statement by the fact that there are few mile courses with an almost unbroken acclivity of 29 feet under our rules of racing. The redeeming feature at the Curragh, as a race-course and training ground, is the excellence of the turf, which compensates to an unlimited extent for the severity of the gallops.

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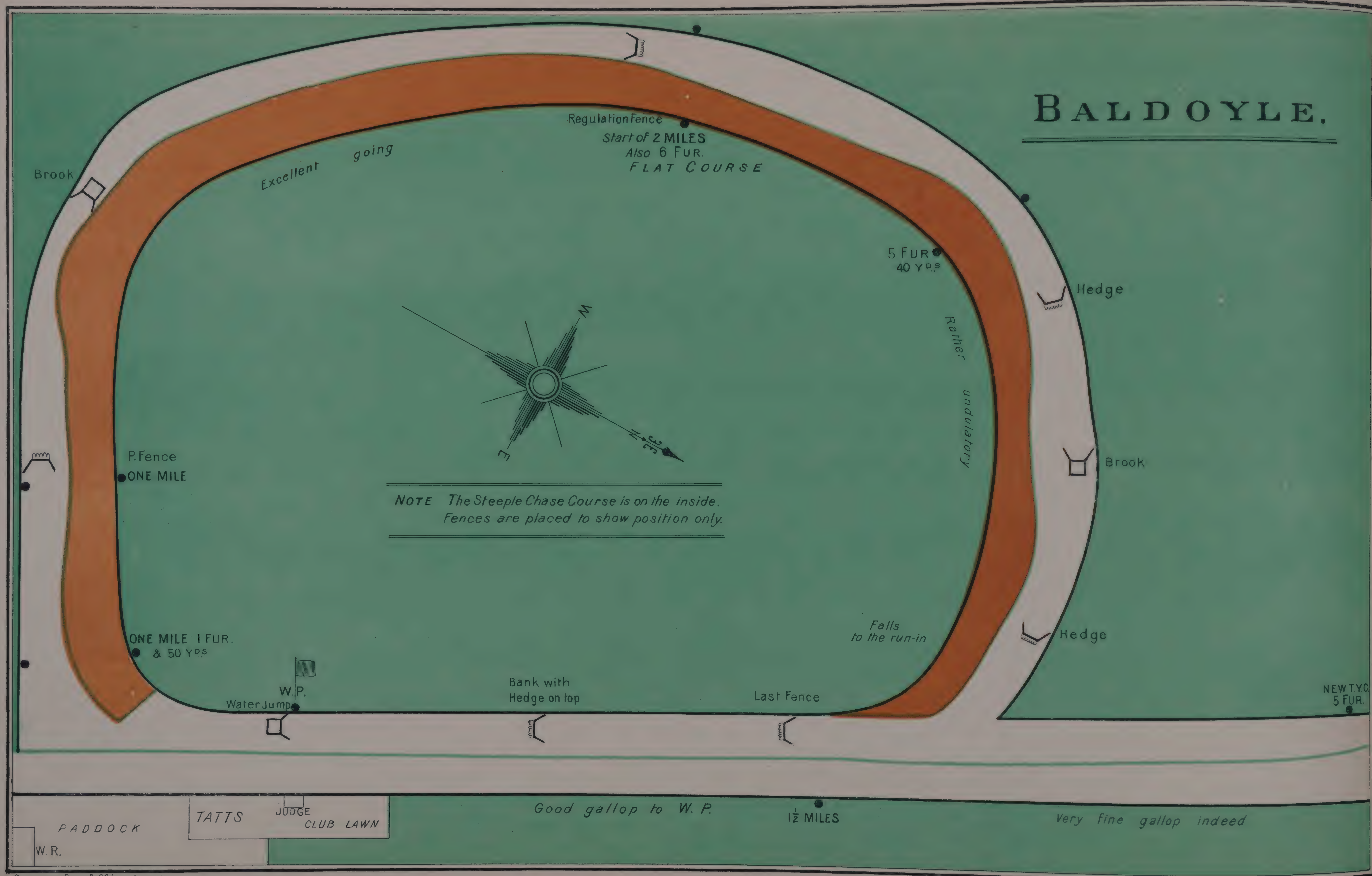
Secretary and Clerk of the Course.—Messrs. T. BRINDLEY, Merrion Street, Curragh; and R. MC K. WATERS, Stephen's Green, Dublin. *Stabling.*—Whelan Hotel, Curragh.

THE CURRAGH.





BALDOYLE.





SMALL, yet very interesting and well patronised fixture on the east coast of Ireland, about seven miles north of Dublin, on the North-Western Irish Railway to Sutton Station, from which the course is distant about half a mile.

There are five fixtures, viz., January (one day), steeple and hurdle; March (two days), steeple and hurdle; May (two days), flat and steeple; August (one day), flat and hurdle; and September (two days), flat and steeple.

Since 1902 Mr. R. Mc K. Waters, the Secretary, to whom the author is indebted for much courtesy in regard to this and Punchestown race-course—has acquired certain land that will enable him to mark out a straight five furlongs. Until 1902 this distance was over a line very much against some of the competitors, owing to a curve on the far side. The proposed new line is shown in the plan. It will greatly add to the fairness of the five furlong course.

The undersoil here was originally marine. It is now limestone gravel, which succeeds boulder clay and stratified bed of sand and gravel.

* * * * *

The Course.

It is quite near to the coast, the elevation is very little above sea level, viz., 23 feet, nevertheless, the going is exceptionally good, due to the free percolative undersoil which has helped to form a fine sound turf superficially to a good depth, while the herbage also is very prolific all over it.

It is a course that does not require very much galloping, as the ground lies rather undulatory, and the run-in of 550 yards may be reckoned upon as

Metropolitan Baldoyle Meeting.

Flat, Steeplechases, and Hurdle-races.

being a nice fair gallop, and very true on its cross form. It is one mile and a quarter in circuit, an entire width of 92 feet from the mile downwards.

The distances vary somewhat in exactness, in order to obviate starting on the turn. Therefore the Five Furlong Course is 5 furlongs and 40 yards, but the new line will be measured to the exact 5 furlongs—T.Y.C. The Six Furlong Course is exact. The other distances

are the 1 mile 1 furlong and 50 yards. There are no mile races take place here.

The New Five Furlong Course is in course of construction. It will start slightly on the fall, finishing flat, and should be a very true course indeed.

* * * * *

The Steeplechase Course.

There are three brooks to be jumped on this line of running. The made one opposite to the stand is ten feet, with a fence four and a half feet high. The other two are formed, one at each end of the course, over the river which runs right through the body of the ground, about 12 feet wide, with hedges four feet high in front, built of birch. The ditch to the regulation fence is six feet wide, with a hedge of 4½ feet high, and a rail 16 inches high, banked up. Every jump and every part of every race can be viewed from the stands the whole way round. Both courses are run right-handed.

* * * * *

Stabling on the course for 80 horses, at 5s. per night, lads look after themselves.

Secretary.—Mr. T. BRINDLEY, 14, Upper Merrion Street, Dublin.

Clerk of the Course.—Mr. R. Mc K. WATERS, 98, Stephen's Green, Dublin.

The Cork Park Meeting.

*Flat, Steeplechases,
and Hurdle-races.*



WHEN it is known that Mr. David Murray is the ruling power at this meeting, it is small wonder that the Irish National Hunt Committee readily acceded to another one-day fixture being accorded to Cork Park held in July, 1902.

It is situated in the South of Ireland, about a quarter of a mile from Cork Station. It has very little, if any, attraction among the English stables. However, with large inducements in the way of added money, it has no difficulty whatever in obtaining a representative patronage of what the country can produce in the way of bloodstock. I have a very high opinion of Irishmen where racing is concerned, and it was no secondary consideration which suggested the idea that this work would be incomplete without a reference to the six chief fixtures in our Sister Country. Honour to whom honour is due, and my remarks anent these fixtures are written with the intention of paying to the Irish sportsman that tribute of admiration to which, in my humble opinion, he can lay such just and lawful claim.

There are now three meetings in May, July, and September (five days in all). There are no racing programmes among the minor meetings in England that contain more favourable conditions nor greater monetary inducements than those offered for competitors at the meeting with which I am now dealing. Comprised in the programme are the Shandon Plate of £850, and another of £600 for two-year-olds (5 furlongs), hurdle races of £500 (1½ miles) for all ages. Flat race of £500 (1 mile 1 furlong), and the Tally-Ho Cup of £300.

The geology of Cork is boulder clay (*see Geology*).

The course takes a running line, right-handed, 1 mile and 3 furlongs round, with a good width and run-in of 770 yards. The plan shows the various angles of the outline of the course, which resembles the playing end of a golf stick. The course generally is very flat and level in its cross-section. There are no gradients to describe. The going in wet weather is very deep, heavy, and holding.

There is a water-jump opposite to the stand, and a very useful open ditch, and by the kind permission of Mr. W. H. Peard I am able to reproduce the photograph which is shown herewith. The section of this ditch is from a drawing by Mr. J. F. McMullen, M.R.I.R.I., and is a perfect reduced facsimile of the original drawing. This is considered a big country, and a somewhat tiring gallop.

The Mile Course starts on a nice gallop, as does the Seven furlongs.

The Six Furlong Course is within a short distance of the top turn, which will be seen by the plan to be a rather continuous curvature.

The Five Furlong Course starts fairly straight for 330 yards, when a right-handed bend interrupts a straight line to the winning-post.

* * * * *

Stabling on the course for 60 horses, 20s. for the meeting; boys provide for themselves.

Hon. Secretary.—DAVID MURRAY, Esq., 91, South Mall, Cork.

Clerk of the Course.—Mr. M. J. KENNY, Cork. Messrs. WEATHERBY AND SONS also receive entries.



CORK PARK.

THE FLAT COURSE

2½ MILES

1 MILES

7 FUR.

6 FUR.

2 MILES
FLAT

2 MILES
S.C.

Bank

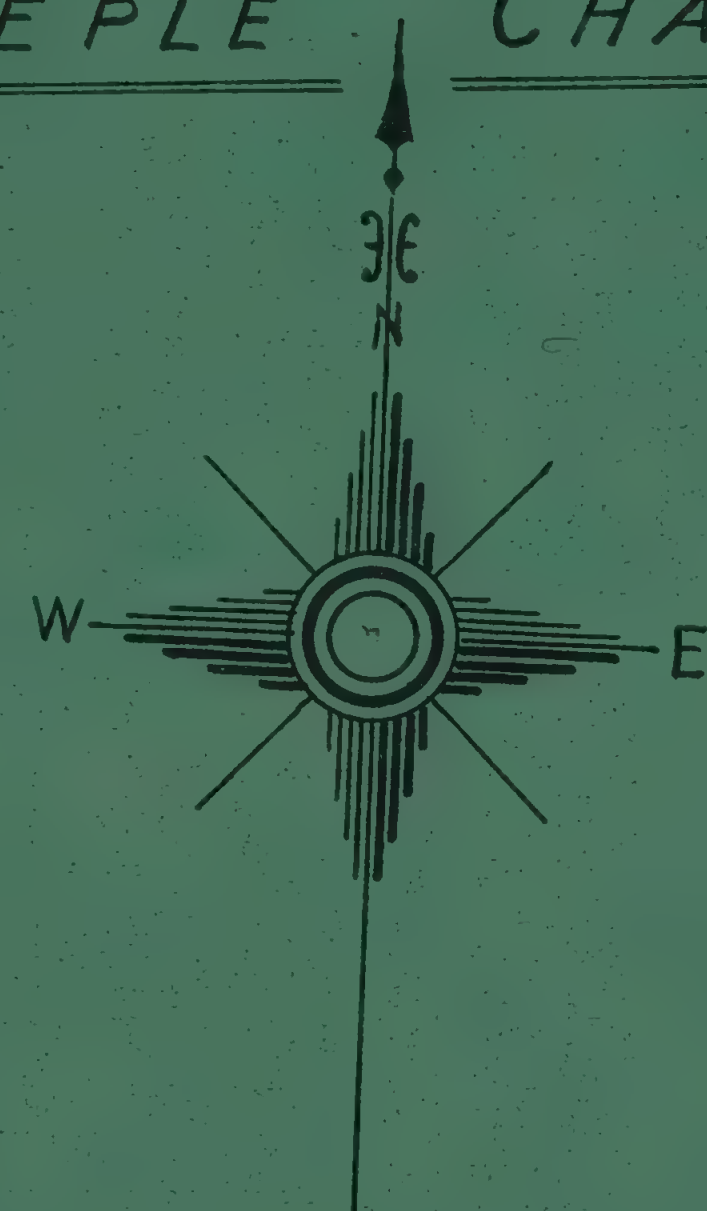
Bush Fence

Bank

Regulation

Bank

THE STEEPLE CHASE COURSE.



W.P.
W. Brook

Regulation
Fence

1½ MILES

Bank

Red
Bank

3 MILES

5 FUR.

½ MILE

PADDOCK

JUDGE

CLUB LAWN

STAND

CARS
AND
CARRIAGES

THE FLAT COURSE

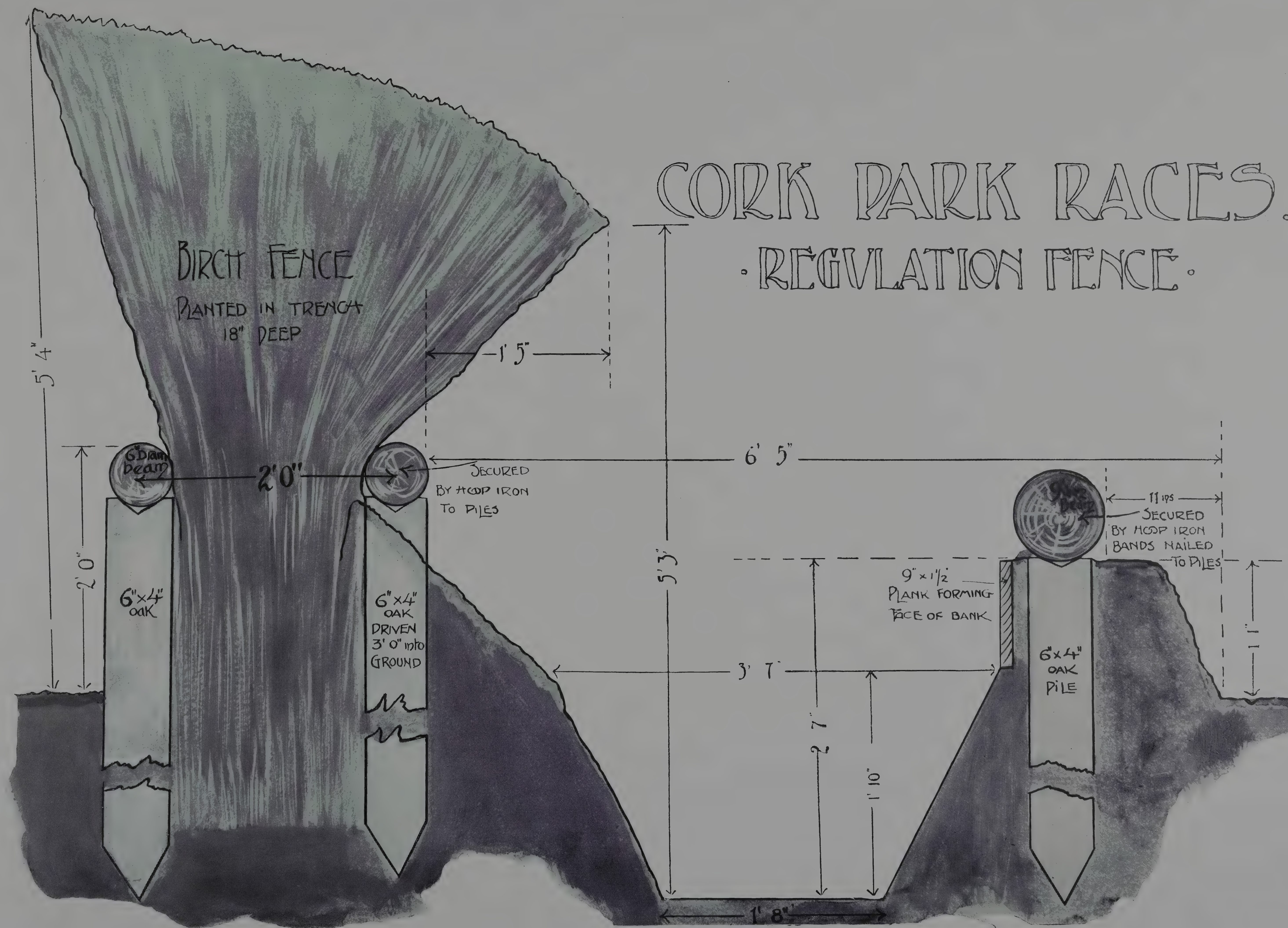
NOTE., This Course varies in contour but very little, almost quite flat.



THE CLUB LAWN, CORK PARK.

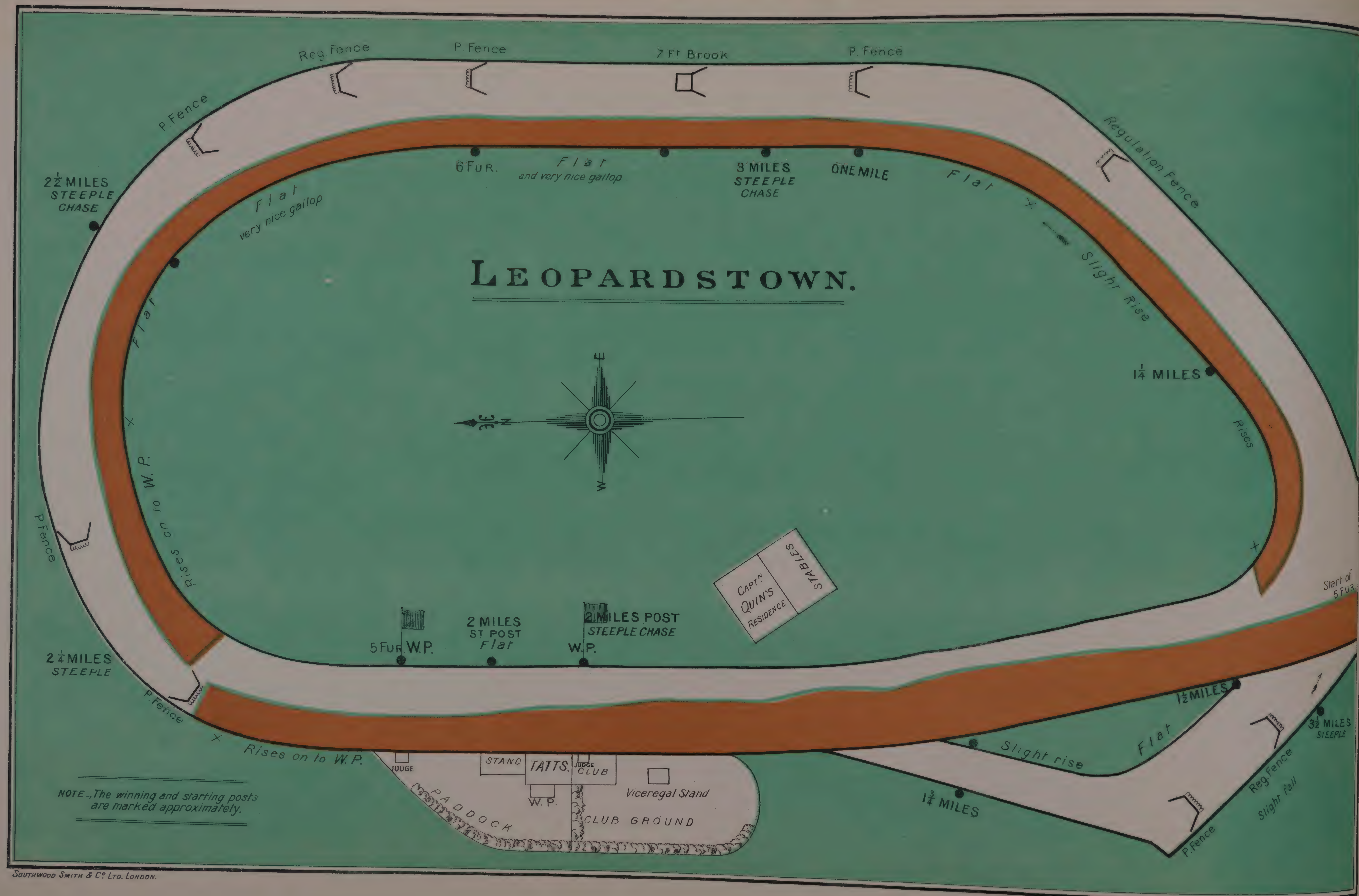
CORK PARK RACES.

REGVLATION FENCE.



THE VERTICAL SECTION OF THE DITCH AT CORK PARK.







ONE distinguishing feature about this meeting strikes the visitor at once. At a glance it is apparent that neither time, energy, nor outlay has been spared in the preparation, development, and completion in every detail of a race-course that is quite up-to-date in all its arrangements, and worthy of the sportsmen who patronise the meeting in the interests of the thoroughbred. On visiting the course, I was greatly impressed with the remarkably fine aspect and general dispositions of the place, not only for spectators, but for those professionally engaged.

The ground adjoining the Viceregal and club stands outrival everything of its kind. The paddock is spacious and furnished with what very few others have got, viz., a plantation of wide-spreading trees, plenty of saddling boxes, and an evergreen hedgerow, twelve feet high, which affords such excellent shade and shelter. There is also a covered way to walk horses about in bad weather.

On the visit of the Earl (then Lord-Lieutenant) and Countess of Cadogan, in August, 1901, his lordship most deservedly complimented Captain Quin by saying, "he (Captain Quin) had really done too much for them."

It is seven miles from Dublin, with a station at Foxrock, just outside the course. There is a horse dock in connection with the station.

The undersoil is freestone, with five feet of good superficial earth-soil overlying it and a good covering of thickly grown herbage.

* * * * *

The Course.

The line of running is left-handed for all the races except the five furlongs, which is run right-handed. It measures exactly two miles on the steeplechase course, and about 35 yards less on the flat course. Since the alteration in 1903 the entire course can be viewed from the stand. The width is about 26 paces, with a run-in of 450 yards.

The going is very reliable, neither deep in bad weather, nor hard and jarring in dry weather. It is very level on its cross formation and nicely give

Leopardstown Meeting.

Flat, Steeplechases, and Hurdle-races.

and takeable horizontally. Sheep are kept continually penned on the ground, which is a great benefit to the turf. The gallop on the top side is a very good and very true.

There was some trouble with the Five Furlong course, due to the elbow on a right-handed line of running. Captain Quin has endeavoured to remedy this evil by sacrificing some tall trees, and bringing the start very

nearly in a line with the winning-post. This course is now as a left-handed curve, and finishes some distance below the original winning-post, on a falling grade. It starts also on the fall for 70 yards, where it meets the cross-courses on very irregular ground, showing some ridge and furrow. On the next furlong it rises considerably, then falls again, and rising just at the elbow in the course, falls again, and on the next 500 yards the land rises, finishing the last 275 yards to the winning-post, downhill.

All the races from $2\frac{3}{4}$ miles to 6 furlongs are run left-handed, and finish uphill. The two miles start is uphill, immediately in front of the stand (as is the start of the two miles steeplechase).

The Mile Three-Quarters Course begins downhill, and undulating round the turn.

The Mile Course, on the far side, is very evenly formed and very wide.

The two roads on the mile course are well protected during the races.

The fences are built of birch to regulation order, and are very simple. There is a small brook only seven feet wide. The country, taken altogether, is very easy, and very gallopable. The last fence is about 500 yards.

The August fixture is the principal, with the Grand Prize of £1,000, the Londonderry Plate of £500 for Two Year Olds. In June, flat and hurdle races; April, flat, hurdle, and steeplechases. The December meeting is confined to hurdle and steeplechases.

* * * * *

REMARKS.—A course certainly deserving of the support of English trainers. There are only 10 fences on the two miles, and 16 fences on the three miles steeplechases.

Secretary.—Captain QUIN, Foxrock, Leopardstown, Ireland.

Clerk of the Course.—Mr. E. F. HEWISON, 83, Harcourt Street, Dublin.

The Western Ayr Meeting.

Flat Racing only.



which most of the *élite* of Scotch Society bestow their patronage, and supported by drafts of horses from all the principal North country stables. This delightful meeting occupies three days in the week following the great St. Leger. It is situated on the western coast of Scotland within a short distance of the subject of that pastoral picture immortalised by Bobbie Burns, "Ye banks an' braes o' bonnie Doon" and "Ye auld Brig o' Doon." And no sentiment more appropriate could be employed to compare with its sober and solitary grandeur than Byron's line, "Ye elements, in whose ennobling stir, I feel myself exalted."

The meeting, or gathering, as the Scots designate their festivities, is looked forward to by the Scottish Society, who hold large house parties for it. A ball also takes place in conjunction with the meeting on each of the three race nights at the County Hall. It is about one mile from the Glasgow and S.W. station, in connection with the Midland and L. and N.W. Railways; through carriages from England, *via* Carlisle, Dumfries, to Kilmarnock or Mauchline. There is a horse half mile to which all lines have access on the sea coast; with the apex of Goat's Fell in the Isle of Arran looming in the distance beyond a stretch of lovely marine scenery.

* * * * *

The Course.

This course is more or less identical with that at Chester in its general conformation, with two exceptions. First, Chester is left-handed whilst this is a right-handed course, and secondly, the two courses differ materially in their geology. Ayr is built, or formed, on raised beech-gravel, twenty-two feet above the sea level. There is a straight gallop on the far side of $2\frac{1}{2}$ furlongs, which does not occur at Chester. The circumference is 1 mile 200 yards, although not so much on the swing as Chester. It is a much inferior course owing to the going on the rails all round being very lumpy, and the turn into the straight very awkward indeed, running out is mostly unavoidable. The width is twenty-three paces, with a dead flat run-in of 470 yards; the ground, except

on the straight, is very uneven and in a measure unyielding.

Round the left-hand top turn is a very awkward hollow out of which to rise, on to the top stretch, then running flat for a furlong. Between the six and five furlong post is a short rise, and fall of three or four feet, about which the land is very irregular and highest on the rail side.

The Mile Course starts on a straight line, as does the six and five furlongs on the far side. The Ayrshire Handicap (one mile and three furlongs), the County Cup (one mile and a quarter), and the Ayr Gold Cup (one mile and two hundred yards) all start on the run-in.

The Mile and a Half is the only race that starts on the 'curve, beginning, as it does, round the right-hand turn. Lanark is another place comparable with this; also right-handed.

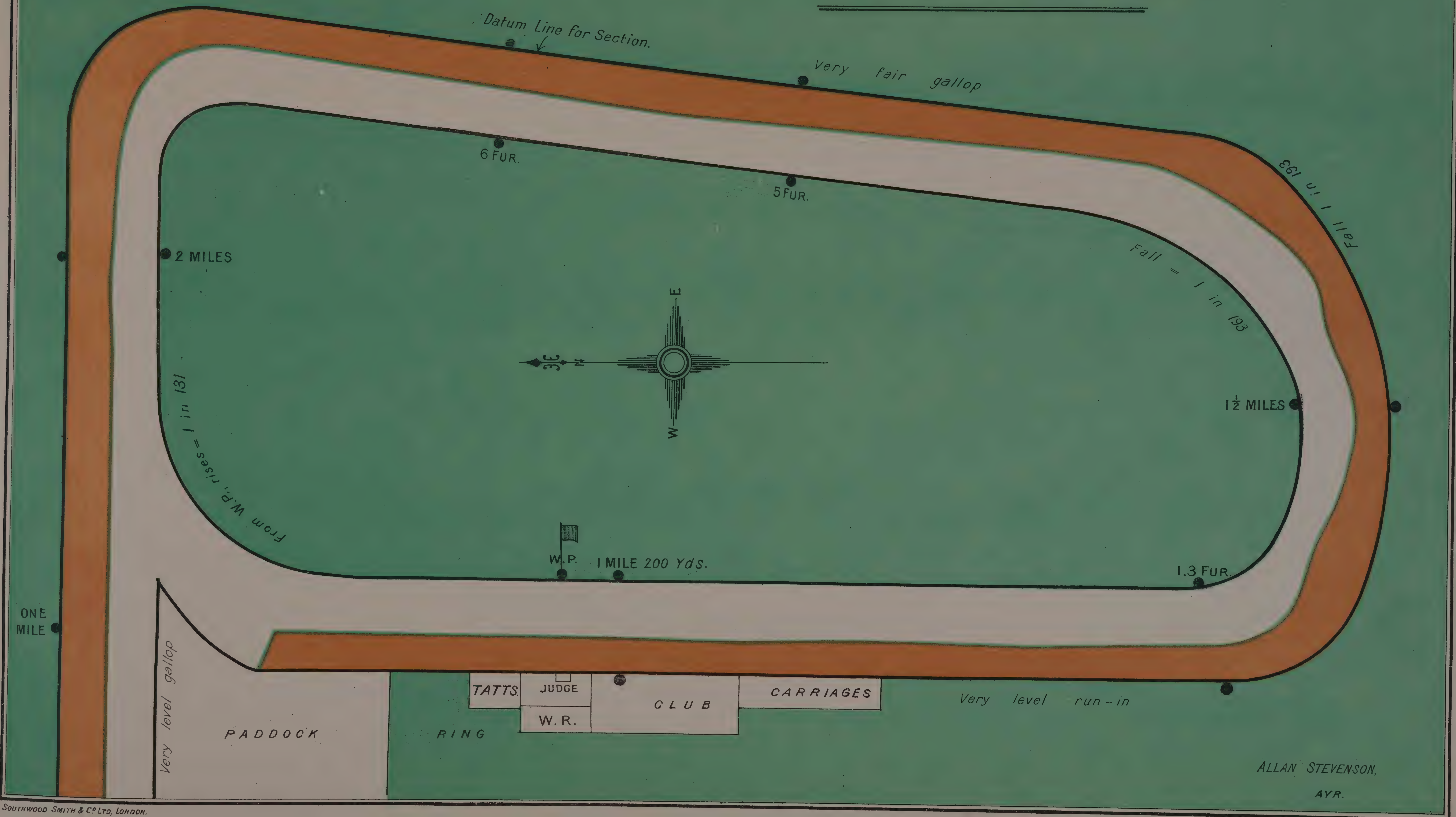
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REMARKS.—The turn into the straight here is very bad, especially for apprentices, and should be raised on its cross-section $1\frac{1}{2}$ inches to the foot in order to check the repeated widening-out generally taken by horses in making for the run home, which destroys the chance of recovering the lost ground in the short run-in of 470 yards, pursuit being hopeless. The draw on the inside has a big advantage here, especially in short races, as at Chester and Lanark, but riders must guard against the turn as above described, or the inadvertence may lose them the race. The mile is the best course, as only the top left turn intercepts a nice gallop of five furlongs straight. The shorter races are always a bit of scamper, and rarely does No. 1 meet with defeat unless injudicious enough to let another jockey up on the inside, as frequently happens. The lumpy condition near the rails should be levelled, and the mound which obscures the view at the right-hand should be removed, while the rails should be raised another foot.

Entries.—Mr. DAVID SHAW, Wellington Square, Ayr, N.B.

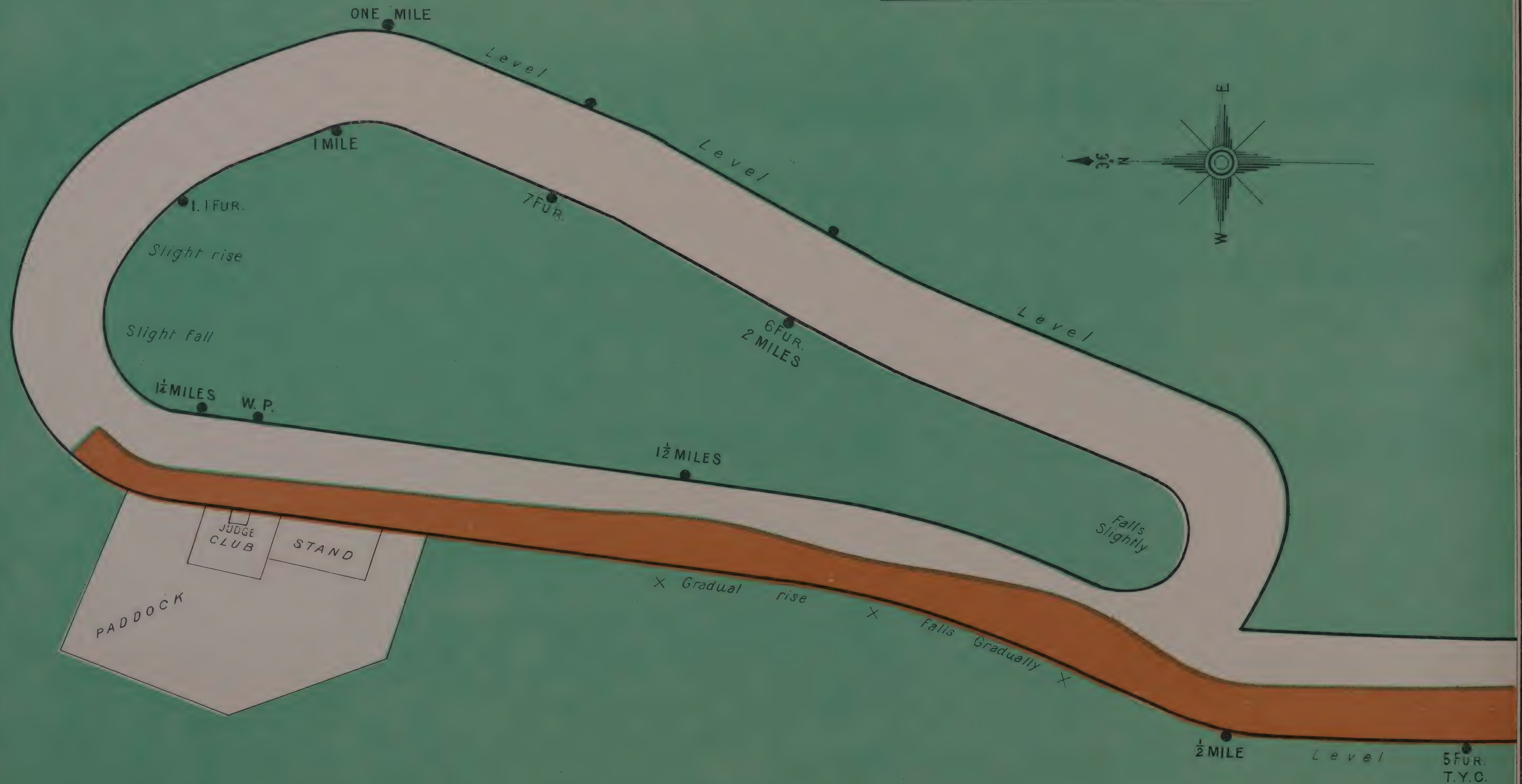
Stabling and Hotels.—The Station, Dalblair, and King's Head, Ayr, N.B.

WESTERN AYR. N. B.



ALLAN STEVENSON,
AYR.

MUSSELBURGH.





USSELBURGH also claims importance among fixtures in Scotland, as is evidenced by its social patronage. It is a very attractive two-day meeting in October, and goes to form a tour with Ayr, Lanark, etc.

The races are held at Musselburgh, about three miles from Edinburgh, near the mouth of the Firth of Forth. The Midland and London and North Western run a service of trains *via* Carlisle. The Great Northern, *via* York and Newcastle, in conjunction with the North-Eastern, and the Great Central also have a connection.

The programme is quite representative in the way of added money. The chief events are the Caledonian Hunt Cup ($1\frac{1}{2}$ miles) and the Edinburgh Gold Cup handicap ($1\frac{1}{2}$ miles). Both entries and fields generally average very good proportions, and the speculators' enclosure is well represented by a good genuine market.

In 1728-9 Royal Plates were contested over this course.

The under-soil is geologically named "raised beach." An accumulation of sand and shingle out of reach of the breakers, containing marine mollusca. It is well stratified and compact. Mr. H. B. Woodward, F.R.S., observes that the horizontal character of "raised beach" suggests uniform upheavals, upon very old marine terraces, averaging from 25 to 50 feet.

Tennyson made some allusion to this accumulation in the "Sailor Boy," "The sands and yeasty surges mix in caves about the dreary bay."

Strange to say, that being very old seaside turf superficially, it has a tendency to get rather hard, but not in any way jarring, as would be produced from a fissured ground overlying clayey strata.

* * * * *

The Course.

The level above sea line is but 14 feet, being the lowest situation of any race-course in the United Kingdom—with one exception, Yarmouth,

Musselburgh Meeting (Edinburgh, N.B.).

Flat Racing only.

which is just five feet lower, viz., nine feet above sea level.

The course is right-handed, about 1 mile and 499 yards from winning-post to winning-post. A width of 60 feet, with a run-in of just over a half a mile. The going is a trifle undulatory, but very level and true on its cross section. The actual contour does

not rise above a three feet gradient on any part of the course, so it may be reckoned as a practically flat course. There is a good level gallop on the east, or top, side, of three and a half furlongs. In making the turn, great care is necessary, as it runs rather narrow, on a badly curved angle, on to the run-in.

The Five Furlong Course is within an ace of being perfectly straight, and, as it is, the slight deviation from a bee-line does not favour one horse more than another. The first furlong runs very level, on the next the ground forms well, and affords a good gallop to within 240 yards of the winning-post, on which distance the going is very easy, falling slightly over a very level and true finish.

Owing to its give-and-take formation and sound going, it is a very easy course, and a nice gallop is obtainable.

* * * * *

REMARKS.—Although the meeting will ever remain popular among Scottish sportsmen, sportswomen, and the sporting classes generally, the fixture is deserving of a much more attractive handicap than the Gold Cup. I feel sure that if the executive would sacrifice a little more of the surplus funds for the conditions of the races the meeting would greatly benefit by such prudence.

* * * * *

Stabling.—Musselburgh Hotel, near the course.

Clerk of the Course.—Mr. C. STEWART, 29, St. Andrew Square, Edinburgh, N.B.

The Lanark Meeting.



ALCYON were the days when the now abandoned Perth and Kelso races filled up a very pleasant interval between the Scottish festivities, but I am inclined to believe, notwithstanding the sporting instinct inherent in the Scots, that racing across the border is on the wane, and it is more than probable, that, but for that ripping little gathering at Western Ayr, it would fall like Kelso and Perth into oblivion.

The races are held a short distance from the town, which is about .25 miles from Glasgow, and 6 miles from Carstairs Junction.

Lanark is a two-day meeting following the Western Ayr fixture, and, as a rule, very good racing is obtained. If there is no race worthy of special mention attached to it, suffice it to say that there is no race with less than £100 added; excepting the hunters' flat race. The Silver Bells Handicap of £160 (1½ miles) is the chief item in the programme.

The Midland and Great Northern, *viâ* Carlisle, and London and North Western Railways run trains in conjunction with the North British line, *viâ* Newcastle-on-Tyne, 377 miles from St. Pancras or Euston Stations on the Edinburgh service.

The geology on the north-west portion of the course is composed of shales, limestones, and sandstones; the portions about the winning-post are lower old red sandstones, in the cornstone series of pale and dark grey, yellow and red sandstones, red marl and shales, varying in thickness to two thousand five hundred feet. With such a productive substrata, the going could be nothing if not perfect for racing purposes.

This subsoil yields a strong loamy soil, very fertile, and largely devoted to orchards and hop yards; but wherever the ground becomes wet it is at once unproductive, though the elements in these parts do not allow the ground to become very tenacious.

The turf here is natural and dries speedily in bad weather, whilst in dry

weather, owing to the splendid covering of well-grown grasses, and the elevation of 700 feet above the sea level, it never gets hard.

* * * * *

The Course and Contour.

The width varies: at the five furlongs it is 100 feet.

The six furlongs, 35 feet. The mile and 3 furlongs, 55 feet. The mile and a half, 66 feet. The distances round is one mile 145 yards, running right-handed. The run-in is 484 yards. All measurements are exact.

The Five Furlong Race, as shown by the plan, is the only one run over a straight course; all the others inevitably begin slightly on the curve.

The five furlongs afford a very fair gallop, starting practically on a level piece of ground, with a tendency to fall for 220 yards, rising gradually to 7 feet to the point where the round course joins the straight, equal to 1 in 142. In the last 2½ furlongs the rising continues another 8 feet, equal to 1 in 250, running very easy and gradual to the winning-post. I have said that this course is identical with Chester, in so far as the round course is concerned, and so it is—but the finish is rather more severe here, there being a rise to the winning-post of nearly 10 feet. It does not strike one as being so at first sight, but it is nevertheless a fact. This is a right-handed course, while Chester is left-handed—a point that would compensate itself by its observance.

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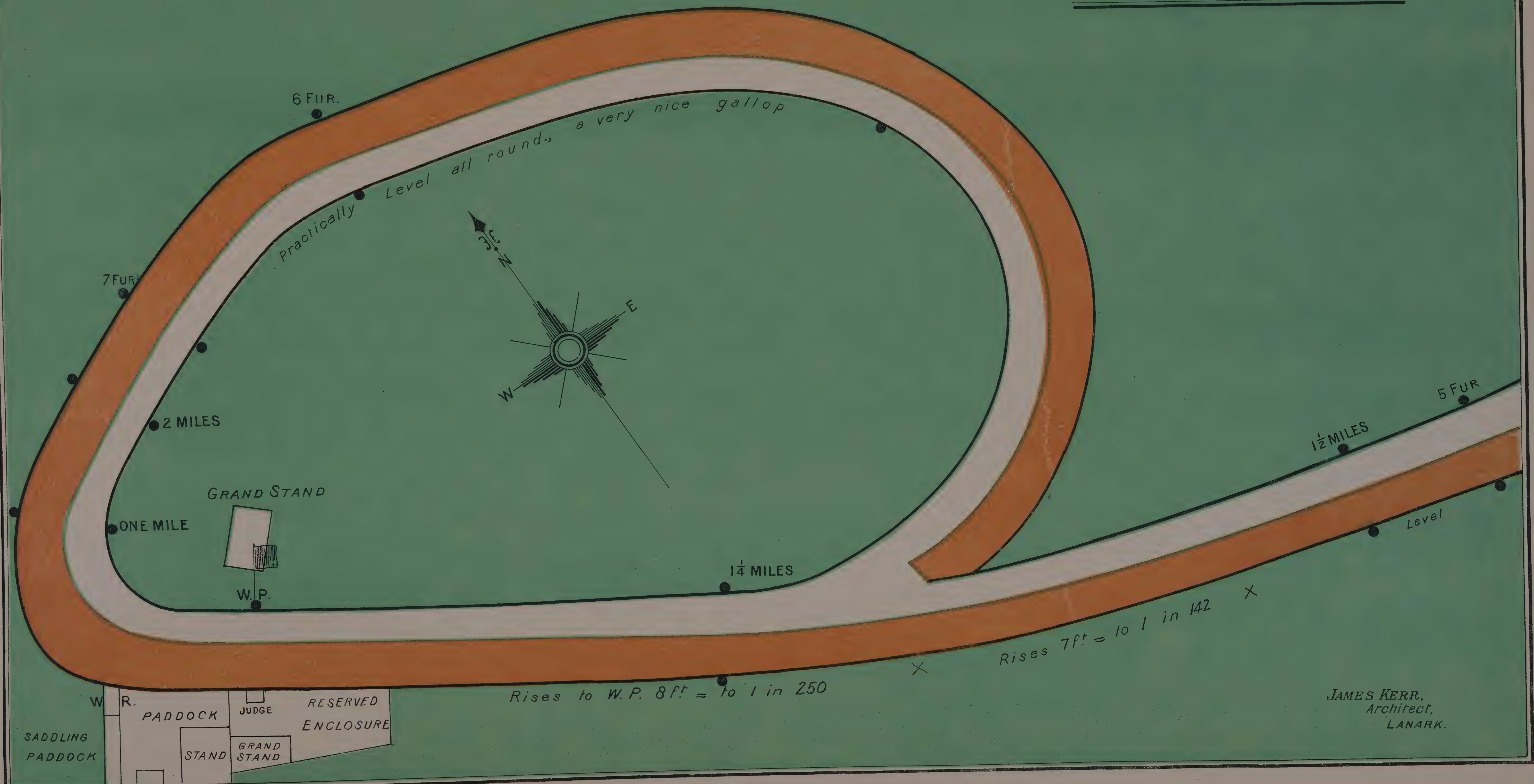
REMARKS.—At this meeting everything is dependent on the draw, owing to the good gallopable curvature which the course takes in its outline (*see plan*). It is not such an easy course as Ayr or Chester.

* * * * *

There is plenty of accommodation, stabling, etc., at Lanark.

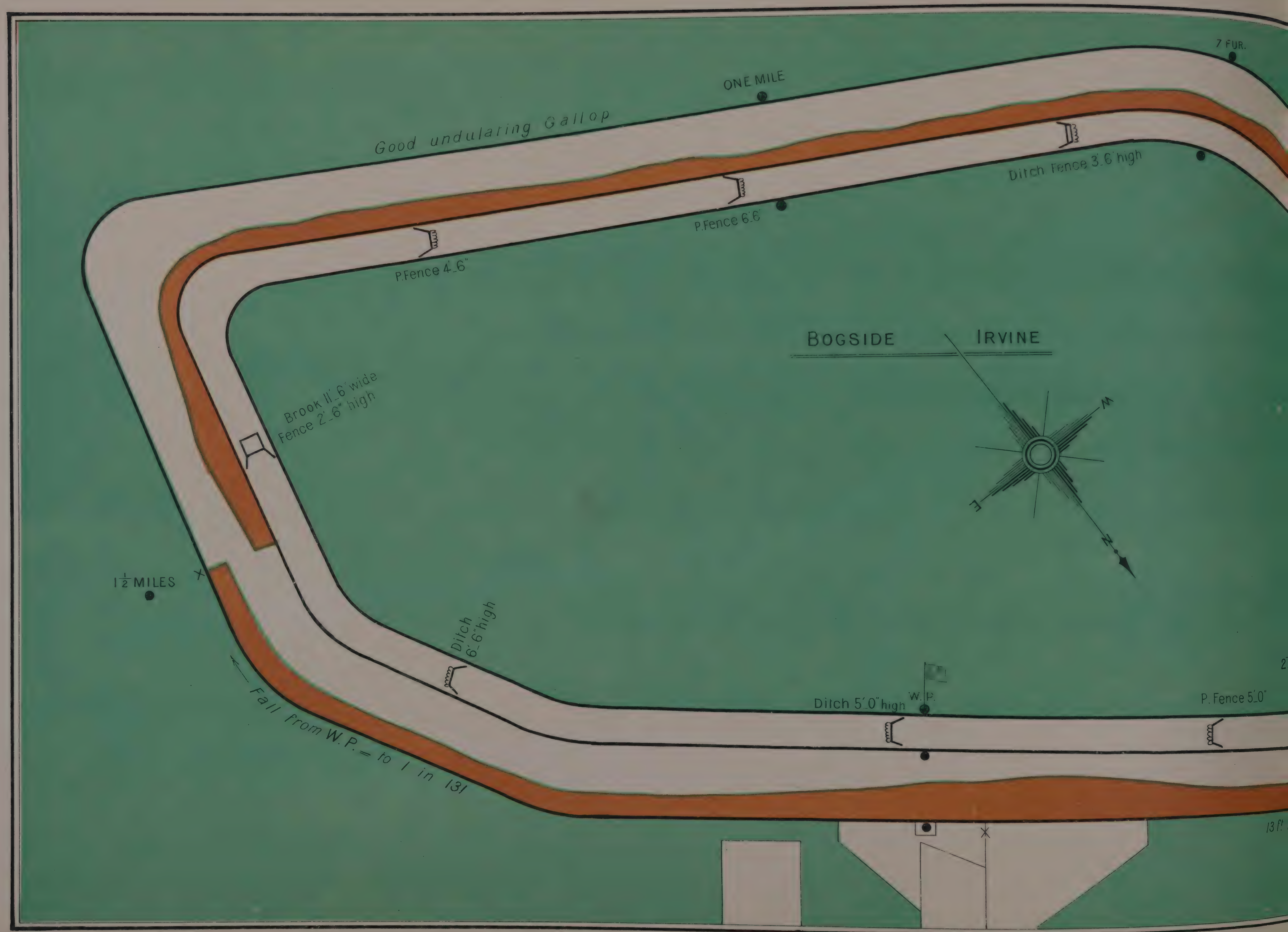
Clerk of the Course.—Mr. MILES I'ANSON, Hungerford House, Malton, Yorks.

LANARK. N.B.



JAMES KERR,
Architect,
LANARK.







ALLEN STEVENSON, AYR.

The Eglinton Hunt Meeting. (Bogside, Irvine.)

Flat, Steeplechases, and Hurdle-races.



ONE of the most fashionable race meetings across the borders of the Tweed and Cheviot Hills. It is held twice each year. A two-day meeting in April for steeplechasing and hurdle-racing, and another, two days, in August, for flat and hurdle-jumping. The venue is on Lord Eglinton's property, near Eglinton Castle, on the West coast of Scotland. It is reached by the Midland and London and North Western Railways, in conjunction with the Glasgow and South Western line, *viâ* Kilmarnock or Glasgow to Irvine. Both courses afford excellent going in all conditions of weather.

The geology of the ground on the "Bogside flats" is partly "raised beach," while the portion at the western end is alluvium.

It is a right-handed course, about two miles round, with a width varying from 60 feet to 86 feet, with a run-in of 473 yards. On all distances over six furlongs the going is nice and undulatory, and very level on its cross-formation.

The Mile Course starts on a very evenly formed position, rising on the furlong approaching the turn for the straight, equal to 1 in 55½.

The Six and Five Furlong Courses are perfectly straight and fairly level on the first three furlongs, the last quarter of a mile being on a rising gradient equal to 1 in 102. The line of the circular course, on which the curves are so well proportioned, can be followed from the plan.

The Steeplechase Course is also a very good one, and extends some half a mile in an eastward direction. The three mile course starts about the six furlong post, and takes one complete circuit. The fences are well built, of Scotch fir, two of which are five feet high, with a big ditch. The one opposite the stand should be big enough for any sportsman. The others vary from 3 feet to 4 feet 6 inches in height. There are three ditches and a water-jump, 11 feet 6 inches wide, with a fence 2 feet 6 inches high in front.

* * * * *

Stabling at Irvine and at an adjacent farm.

Clerk of the Course.—Mr. DAVID SHAW, 6, Wellington Square, Ayr, N.B.

The Hamilton Park Meeting.

Flat, Steeplechases, and Hurdle-races.



EVERY favourite and most popular meeting in Scotland, situated in the Duke of Hamilton's Park, in the county of Lanark. The Midland and London and North Western connect at Carlisle with the Caledonian system to Hamilton, three-quarters of a mile from park gates. Horses travel *viâ* Carlisle to Motherwell, 392 miles from London.

There are seven fixtures, which operate with the other Scottish meetings, but some of them have only one day.

The value of the stakes for races under Jockey Club rules range from not less than £100 to over £350. Of course, the meeting is mostly supported by the trainers beyond the Tweed, and those in the north of England. Perhaps the class of competitor is very weak, yet the sport is always full of interest. All the distances here are to the exact measurements according to the prescribed conditions.

The geology of this area is a gravel subsoil, underlying a very good old turf, rarely met with in England, which always defies the elements by affording excellent going. Horses have a good grip of the ground without sinking into it, a very fine provision where the course is employed for racing all the year round.

* * * * *

The Course.

The running line takes a turn right-handed. The distance round its oval shape is 1 mile 2 furlongs. The width is about 30 yards, with a run-in of five furlongs quite straight. The whole of the gallop is over a very fine portion of natural country, and fairly true and level in its general conformation. The gallop throughout is very relieving. The finish is practically flat.

* * * * *

Stabling on the course for 84 horses with forage, free of charge.

Secretary and Clerk of the Course.—Major C. L. BATES, The Spital, Hexham (Durham).

The Hunt Meetings.

LUDLOW HUNT CLUB MEETING.

Steeplechases, Hurdle-races, and Hunter's Flat-races.

"When Autumn is flaunting his banner of pride
For glory that Summer has fled,
Arrayed in the robes of his royalty, dyed
In tawny and orange and red;
When the oak is yet rife with the vigour of life,
Though his acorns are dropping below,
Through the bramble and brake shall the echoes awake,
To the ring of a clear 'Tally-ho!'"

WHILE one's reflections bear on that liver-relieving pastime, Hunting, and make one beam with its delightful experiences, its charming associations, and the splendid run on such and such a day, which had so keenly whetted one's gastronomy, the one name which flashes through the memory is Whyte Melville, so it may not be out of place to prelude the Hunt Gatherings with the above verse from his inimitable pen.

The very mention of the name Ludlow is significant of antiquity. It means "Hill of the People" (*Leode hlæw*). According to the researches of old historians, it was originally known as Dynan. The castle was built in 1086, but by whom the Domesday Book does not record, yet it is more than probable that Roger de Lacy, who joined the rebellion against William Rufus, erected this ponderous mediæval fortress of masonic art in order to strengthen his position in the West.

I have often wondered to myself why such an admirably formed institution as the Ludlow Club, in a country abounding with sportsmen of the very highest type, should be limited to 320 members, under whose entire jurisdiction the meetings in March and April (two days each) are governed. The fixture was established very early in

the eighties, and since 1871 has been under the able supervision of the Hanover Square firm.

From a social point of view, these races are the proud boast of Shropshire, and everybody who is anybody keeps open house for the occasion, while the ground is converted into a home of hospitality by the neighbouring hostesses.

This venue is on the property of Lord Windsor, near Bromfield Station, on the London and North-Western and Great Western Railways, about 2½ miles from Ludlow, in the county of Salop.

The geology was classed by Sir Roderick Impey Murchison, in 1833, as "Lower Ludlow beds," owing to the town which stands upon them being near the junction with "lower old red sandstone." They consist of greenish grey, sandy shales, micaceous sandstone, and flags. Some of the upper beds are calcareous, with impure limestone shales, locally termed mudstones. It is the decomposition of Fullers' earth between masses of limestone which has caused such disastrous landslips near Ludlow (Murchison's "Siluria," Edit. 5, p. 124). Ludlow limestone is a blue, earthy formation in layers of about 5 feet. The Upper Ludlow beds, or bone beds (called Gingerbread) are made up of crustacea fishes, and other fossils, as well as species of petrified fæces.

The Course.—The outline is right-handed and oval. The country is a natural one, but fences, etc., are regulated to National Hunt Rules. One mile and 144 yards round it may be counted as a very beautiful bit of country over excellent turf. The hurdle course, in particular, I believe to be the very best in the kingdom. With the exception of two divisions on the steeplechase course, it is all very old sound turf, which affords a splendid gallop. The fences are all made of birch to the proper standard. As regards its conformation, little can be explained, as the

land lies fairly level on all parts. It is a very interesting country to negotiate, although there is here and there a little ridge and furrow. The stakes are above the average, there being a handicap of £400, other races of £200, and hunters' flat races of £100.

Hotels.—Angel and Feathers, where good stabling is obtainable. Stabling can be had at 5s. per night, with hay and straw. Apply, Secretary.

Sec.—H. P. WARDELL, Esq., Caynham House, Ludlow.

Clerks of Course.—Messrs. PRATT AND CO., London.

Aldershot Steeplechases.—These races are organised by the officers garrisoned at Aldershot. During the South African War the meetings were abandoned, and revived in the spring of 1903. Much interest is taken in the sport here, and ladies muster in large numbers to witness the prowess of their cavaliers in the saddle.

There are several fixtures of two days each. It is held about three miles from Aldershot, and about two miles from Fleet station in Hampshire, on the London and South-Western line.

The course is circular and right-handed, running behind the stand, and round a big hill. The plateau of this mound affords a capital coign of vantage in the arena of the course. The run-in is about 400 yards. The soil is sandy, and always in very good condition. The conformation is steep and hilly, causing horses to tire rather quickly. The fences are brushable, and built up to regulation order.

Clerk of the Course.—Colonel S. H. TOOGOOD, Woodside, Winchester, Hants. *Hotel and Stables* in Aldershot town.

Anglesey Hunt Races are held on one day in November by the kind courtesy of Sir R. H. Williams-Bulkeley, Bart., on the Castle and Fryars fields, near

Beaumaris, North Wales, on the London and North-Western line, *viâ* Bangor. It has also the patronage of the Marquis of Anglesey, and is controlled by a very influential list of stewards, including Captain Lawrence Williams.

The races are in connection with the old-timed Anglesey Hunt Ball, which takes place at Beaumaris, from which the course is a quarter of a mile distant. It is very circular in shape, about one mile and a quarter round, running left-handed. The run-in is about 440 yards. The going is on very good old-meadow-land, which is always very reliable. The fences are all made of hazel branches. The ditches and brook are built to regulation order. It is a very easy country. Every accommodation at Beaumaris.

Clerk of the Course and Secretary.—Mr. WALTER GRIFFITHS, Beaumaris, North Wales.

Banbury Hunt Steeplechases rank among the minor local fixtures in the provinces. They are held about one mile from Banbury station, in Oxfordshire, on the Great Western line. The London and North-Western also have a service, *viâ* Bletchley.

The course is left-handed, with very wide turns, about $1\frac{1}{2}$ miles round, with a run-in of 400 yards. The jumps are brush-fences, all well made up to the regulation order. The going is always on the good side, and in dry weather the ground is kept nice and moist by being well watered.

The meeting is well patronised and well conducted. The stakes are of the £40 order.

Stabling and Hotels at Banbury, and numerous loose boxes at the farms near the course.

Secretaries.—Messrs. MILLER AND ABBOTTS, Banbury.

Clerk of the Course.—Mr. JOHN SHELDON, Birmingham.

Bangor Hunt and Wynnstay Steeplechases.—It is a one-day fixture in April, and a very good meeting indeed, and much interest is centred in the Great

Bangor Handicap Steeplechase ($3\frac{1}{2}$ miles) of £240. The other races are of £50 and £80 in value. It is approached by the London and North-Western and Great Western Railways, in North Wales, about five miles from Wrexham, and six from Ruabon. It receives a first-class social patronage, and is, as a rule, wonderfully well attended.

The course is left-handed, about $1\frac{3}{4}$ miles round, over well conditioned grass land. The fences are natural, and made up to regulation conditions.

Stabling and Hotels.—Bangor, Denbighshire, Wales.

Clerk of Course.—Mr. F. E. COTTON, Penley Hall, Salop.

Beaufort Hunt Steeplechases take place during April, over a very beautiful piece of country, at Sherston, in Wiltshire. Among the stakes is a handicap steeplechase, value £100 (two miles and a half). The course, which is not far from Malmesbury station, on the Great Western, 95 miles from London, is left-handed, about one mile and a half round, over good grass land, with one field of arable ground. It becomes very deep and heavy in wet weather. The jumps are flying-fences, built up to National Hunt Rules.

Hon. Sec. and Clerk of the Course.—Mr. T. P. KING, c.o. Mr. Maurice Price, Tetbury, Gloucestershire.

Belvoir Steeplechases, or Ingoldsby Hunt.—This one-day gathering in March is confined principally to the subscribers and hunting men devoted to the packs which hunt the grass country.

The course is right-handed, over a very fine big hunting country, on which plenty of ridge and furrow is encountered. The meeting is a fashionable sporting rendezvous.

Bridgwater Hunt Steeplechases take place in May, at the "Great Brook," on the Bath Road, Bridgwater, Somerset, about $2\frac{1}{2}$ miles from the Bridgwater Station. It is a two-day meeting, and very well patronised. The

course is fairly circular and left-handed, with a run-in of 250 yards, and practically flat all over. The ground is good old turf, and good going is usually experienced. The jumps are brush-fences, built of birch to regulation order. The stakes are small.

The Great Western and London and South Western run a service of trains. Good stabling at Bridgwater.

Clerk of the Course.—Sir C. SLADE, Bridgwater, Somerset.

Bridgnorth and Wheatley Hunt is held at Tasley, about one mile from Bridgnorth Station, in Salop, on the Great Western line. It is a good little one-day sporting fixture in April. The hurdle-races and chases are run right-handed on an oval course, about one mile in circumference, with a run-in of 580 yards. The going in places is a bit deep and heavy, although it is over grass land. The distances are exact. The fences are all natural, and faced with birch, and trimmed down to regulation order. The stakes are very small.

Stabling, with forage, free of charge. Apply to Mr. C. J. Turnbull, Bridgnorth, Salop.

Clerks of the Course.—Messrs. PRATT AND VERRALL.

Brocklesby Hunt Races are held on Lord Yarborough's estate close to Brocklesby and Harborough stations, in Lincolnshire, on the Great Northern and Great Central Railways. They take place in April, one day only.

The going here is usually very good, as it is nearly all grass land. The course is oval in shape, running left-handed with an uphill run-in of 300 yards. The fences are all to the order of the National Hunt Rules. The distances are all exact. It is an easy course. No stake here exceeds fifty pounds.

Every accommodation at Brocklesby Station Hotel.

Clerk of the Course.—Mr. R. WALKER, Aylerby, Grimsby.

Buckfastleigh Hunt Steeplechases are held not far from the station in Devonshire, in May, on one day only. The stakes are of £40 and under. It is merely a local fixture. The course is oval in shape, running right-handed about one mile and a quarter round.

Hon. Sec.—Mr. R. ANTHONY, Buckfastleigh, Devon.

Bungay Hunt Steeplechases are held on Bungay Common, two minutes' walk from the station on the Great Eastern Railway, in Suffolk. They take place in April on two days. The stakes here vary from £30 to £70 in value. There are hurdle and hunters' flat races also. The great advantage in connection with this meeting is the free conveyance of horses and boys by the Great Eastern Railway's special trains. Application should be made to Mr. A. S. Manning, Clerk of the Course. The course is right-handed, 1 mile 5 furlongs 180 yards round on the steeple course, and 1 mile 4 furlongs 90 yards on the hurdle course. The run-in is 268 yards from the last fence. The going is over good grass land, which has been made up. The fences are easy, built with furze. The water jump and ditches are to National Hunt order. The going is very good, even in wet weather.

Hon. Secretary.—Mr. W. H. MANN, Bungay, Suffolk.

Clerk of Course.—Mr. A. S. MANNING, Newmarket.

Caledonian Hunt Races are associated, of course, with the famous Hunt Ball, held alternately at Ayr, Lanark, Musselburgh, and Hamilton Park. Unlike all other hunt fixtures, the sport which is held in honour of the hunt, consists of flat-racing, in lieu of that under the National Hunt Rules. The races are under the control of Sir Kenneth Mackenzie, Bart., 10, Moray Place, Edinburgh.

Cardiff Hunt Steeplechases have three two-day meetings. Included in the average £36 stakes are a steeple and hurdle-race of £90 each. They are held about half

a mile from Ely Station, in Glamorganshire, on the Great Western line, 158 miles from Paddington.

The course is left-handed, over a very good country, on which the going is very reliable in dry weather, and may be classed as an easy jumpable country, but in wet weather the ground gets loose and deep.

Stabling.—White Lion, Ely. Apply Mr. J. MOORE.

Clerks of Course.—Messrs. PRATT AND VERRALL, London.

Carmarthen Hunt Meeting.—This fixture in days past made up a very pleasant fortnight of sport in South Wales. It is held about three miles from the town, on two days in January. It is rather an awkward place to reach by rail, but its local patronage is sufficient to make it interesting, notwithstanding the stakes do not exceed an average of £35.

The course is left-handed, oval in shape, with a run-in of 400 yards. The country is an easy one, over fairly good turf. The fences are made of withes and gorse, while all regulation conditions are observed.

Stabling and Hotels.—Boar Head and Ivy Bush.

Secretary.—Mr. W. V. HOWELL THOMAS.

Clerk of the Course.—Major GLASCOTT, Carmarthen, Wales.

Cartmel Hunt Races is a one-day meeting in May. The stakes here vary from £30 to £70. It is held in the park of Mr. Victor C. W. Cavendish, M.P. (heir to the Duke of Devonshire), near the village of Cartmel, in Lancashire. It is two miles from the station at Grange-over-Sands, or Cark station, on the Furness Railway, in direct communication with the Midland and London and North-Western Railways, from the south, also the mail boat from Ireland. The station at Cark is best for boxing horses. The course is left-handed, one mile and 110 yards round. The hurdle course is only 5 furlongs and 50 yards in circuit. There are two naturally formed

fences. The brook and ditches are more favourably placed now than heretofore. Under the supervision of Mr. E. Walker, the meeting has greatly improved.

Clerk of Course.—Mr. G. MULCASTER, Burgh-by-Sands, Carlisle.

Chelmsford Hunt Steeplechases and Hurdle-races are held in East Essex, on Gallywood Common, about three miles from Chelmsford. There are two one-day fixtures. The stakes range from £20 to £40.

The course is right-handed, about two miles round, over very good grass land, when the elements are not too dry, because it has a tendency to get very hard, due, no doubt, to the under-soil of London clay. The run-in is six furlongs, but only 300 yards from the last fence, and uphill. The country all over is very steep, yet the horses are never out of view. The fences are very easy, and made of birch to the proper size.

Stabling and Hotels.—Saracen Head and Lion.

Hon. Sec.—Mr. R. CASH.

Clerk of Course.—Major CROZIER, Chelmsford, Essex.

Cheltenham Hunt and Steeplechase Meeting—two two-days—are held at Prestbury Park, near Cheltenham, in Gloucestershire, on the Great Western line. The course is oval in shape, running left-handed, about 1½ miles round, over grass. It is nearly level in conformation, but rather heavy going. The run-in is 350 yards, and width 35 yards.

The fences are built of birch, and not by any means difficult. Among the average stakes of £36 there are two steeplechase handicaps with £90 added to each.

Stabling within 300 yards of the Course. Apply to the Clerk of the Course, Mr. F. G. PAGE, Worcester.

Chepstow Hunt Races are held at St. Arvans, near Chepstow, in Monmouthshire, on the Great and South

Western Railways, about $1\frac{1}{2}$ miles from the station at Chepstow. A two-day meeting in March. The stakes are small, averaging £35.

The course is left-handed, $1\frac{3}{4}$ miles round, with a run-in from the last fence of 660 yards. The going is over turf. There is just one small bit of plough. The soil is very light. The fences are of birch, to proper order.

Clerk of the Course.—Mr. F. G. PAGE, Worcester.

Colchester Hunt Meeting is a one-day meeting in March and April, with no stake above £25 in value. It is held $1\frac{1}{2}$ miles from Colchester Station, in Essex, 52 miles from Liverpool Street station on the Great Eastern line. The course is $1\frac{1}{2}$ miles round, running left-handed, over good grass land, with very easy brush fences, built up to regulation order. It is fairly level. The soil is very light, therefore deep in wet weather.

Stabling for a few horses on the course.

Secretary.—Mr. A. CANT, Reed Hall, Colchester, Essex.

Colwall Park Hunt Steeplechases.—There are four dates accorded to these races—three one-day and one two-day meetings. Yet there is no race with more than £38 added. It is held at Colwall, near Hereford, on property belonging to R. Cave-Browne-Cave, Esq.

The course takes a running line left-handed on an oval outline, over grass land, but the going is heavy and deep, with a run-in of 400 yards. It is a fairly good course, with a slight hill on the far side. The fences are of birch to the regular size. Stabling on the course for 51 horses.

Clerk of Course.—Mr. F. G. PAGE, Unicorn Chambers, Worcester. Entries, Mr. H. J. CONNOR, Colwall; and Mr. A. W. BERKELEY, 6, Wilton Terrace, Wrexham.

Cowbridge Hunt is a one-day meeting, in April. It is held within $1\frac{1}{4}$ miles of the town of Cowbridge, which is 180 miles from London by the Great Western line, *via* Llantrissant, and 12 miles from Cardiff, in Glamorganshire.

The course is right-handed, and the pretty slopes under Penrhyn Castle enable the races to be viewed without the assistance of a grand stand. The country is a very good one, and easy to negotiate, over old grass land naturally drained, therefore the going is never hard or heavy. The fences are of birch and gorse, and most of them form part of a natural country. There is no ridge or furrow on any part, and no fence is jumped twice, which speaks for its extent. The stakes average £35.

Secretary.—Mr. T. THOMAS, Bear Hotel, Cowbridge.

Clerks of Course.—Messrs. PRATT AND VERRALL, London.

Devon and Exeter Hunt Races are held on two days in August, at Haldon Heights, near Chudleigh, Exeter, Devonshire. It was formerly the old flat-race-course. The stakes here are of £35 average. The course is circularly lined out, about two miles in circumference, with a running line right-handed, and a run-in of about five furlongs. The fences are built up to the regulation size, of hazel and birch, and very brushable. The ground superficially is good sound moorland.

Stabling and Hotels at local farms, and Exeter.

Clerk of the Course.—Mr. F. G. PAGE, Worcester.

Dunbar Hunt Meeting is another Highland Hunt one-day gathering in May. It is held two miles from Dunbar station, in Haddingtonshire, 368 miles from London, on the Great Northern and Midland Railways. The course is left-handed. The going is over good turf, and, situated as it is near to the sea coast, is of a sandy nature, and therefore never gets hard. The fences are built of gorse, etc., and are fairly easy. The stakes average £35.

Sec. and Clerk of Course.—Maj. BATES, Hexham, Durham.

Eridge Hunt is a one-day meeting, in March. The stakes range from £20 to £40. It is held a quarter of a mile from Eridge Station, in Sussex, on the London and Brighton line. The course is oblong, and right-handed.

It is a very good gallop indeed, over good sound grass land. The fences are all to regulation size, and easy to jump. The horses are viewable the whole way. The estate is the property of the Marquis of Abergavenny, and the meeting receives big social patronage.

Clerks of the Course.—LORD GEORGE NEVIL and Mr. J. E. MACKAY, Eridge Green, Sussex.

Essex and Suffolk Hunt Steeplechases and Hurdle-races.—A very small affair; the stakes do not exceed generally £25. It has only one day in April. This hunt was transferred to Nacton in 1903. It is on the boundary of Ipswich, about $1\frac{1}{2}$ miles from the station, seventy miles from London on the Great Eastern Railway. The course is oval in shape, running right-handed, over very good grass land. The going is well formed, wet or dry elements affect it but very little. The run-in is 450 yards. The fences are very simple indeed, though built to National Hunt Rules.

Stabling at Mr. Shortens, V.S., Museum Street, Ipswich.

Sec.—Mr. J. T. MILLER, Arthur Terrace, Ipswich.

Clerks of Course.—Messrs. PRATT AND Co., London.

Grafton Hunt Meeting is held on one day in March, at Easton, Neston Park, about half a mile from Towcester, in Northamptonshire, on the London and North-Western line. This is a very interesting little fixture, as its programme is made up of a nice handicap steeplechase ($2\frac{1}{2}$ miles) of the value of £135; other races, £40 to £70.

The course is left-handed, and very easy to negotiate now that the trappy portion has been remedied. The fences are very nicely built. The brook is at the bottom of a nice falling gradient, while the country is very give-and-takable, over good grass land.

Secretary.—Mr. THOMAS OLDHAM, Chemist, Towcester.

Clerk of the Course.—Mr. W. E. BUSHBY, 10, Austin Friars, E.C.

Grindon Hunt Steeplechases and Hurdle-races are in April and October. They are held about two miles from Sunderland. The course is right-handed, over good grass pastures, about $1\frac{1}{4}$ miles in extent, and a little undulating. The fences are of gorse to National Hunt orders.

The nearest station is at Hylton, in Durham, one mile from the course, where horses should be booked during the meeting. Stakes, £35 to £50.

Stabling and Secretary's Address.—45, John Street, Sunderland.

Hambledon Hunt Steeplechases and Hurdle-races are held in May; one day. The stakes vary from £30 to £50. The course is situated at Grenville Hall, one mile from Hambledon, or the new station at Droxford, in Hampshire, London and South-Western line. It is oblong, running right-handed, with a run-in of 250 yards. The going is very good, being nicely undulating. The jumps are flyable, and built to regulation.

Secretary.—Mr. H. G. HASLER, Bishop's Waltham, Hants.

Hereford Steeplechases and Hurdle-races take place on one day in March, at Widemarsh Common, one mile from Hereford Station, on the Great Western Railway. The stakes here vary from £40 to £160.

The course is right-handed, about $1\frac{1}{2}$ miles round, over good turf, oval in shape. The run-in is $\frac{1}{2}$ mile. The fences are built of birch to proper dimensions. The going at times becomes very heavy, but in fair weather the good turf gives good gallops.

Clerk of the Course.—Mr. E. H. SKYRME, Landon, Hereford, to whom application should be made for stabling, 5s. per day including forage.

Hexham Hunt Steeplechases and Hurdle-races are held at High Yarridge, $1\frac{3}{4}$ miles from Hexham

Station, Durham, on the Great Northern and Midland Railways. There are two fixtures, one in October, and a two-day meeting in May, and both are well patronised by the local gentry. The stakes range from £30 to £90.

The course is oblong in outline, running left-handed round turns with a full sweeping angle. The run-in is 400 yards. The going affords a rattling good gallop, over a fine bit of grass land, and is very level. The fences are easy, and made of beech, with the ditch rail banked.

There are two approaches to the course, one a very winding route, the other very hilly, which is used on the return journey. Stabling at Hexham.

Clerks of the Course.—Mr. G. MULCASTER, Burgh-by-Sands, Carlisle, and Mr. W. SUTHERLAND, Newcastle-on-Tyne.

Huntingdon Hunt Steeplechases take place in April, one day, at Brampton, $1\frac{1}{2}$ miles from the town on the Great Northern line. Although it is a very minor meeting, it is really an exceptional bit of ground for racing purposes, due to the excellent soil on these fine meadows, which never varies in character, for it is never hard in dry, nor deep or heavy in wet weather. Agriculturists term it good "dressing land." The course is oval in shape, left-handed, with a run-in of 200 yards. The fences are all brushable, being erected of very soft timber-willow or wych I should say was used. They are all to proper size. The ditches are guarded. The stakes are of £40 value.

Clerks of the Course.—Messrs. H. C. JONES and A. JORDAN, Huntingdon, where also are Stabling and Hotels.

Isle of Wight Hunt.—These steeplechases and hurdle-races take place on two days in April, at Ashe. The stakes range from £24 to £73. The course is left-handed, not far from Ryde or Newport, and, as a matter of fact, there is nothing whatsoever to recommend the very awkward journey to get to it. It is one of those rough little hunt

gatherings, best left alone to its own local support and resources. *Clerk of Course.*—Newport, Isle of Wight.

Leamington and North Warwick Hunt Steeplechases.—A one-day meeting in March, held at Newbold Farm, Campion Hills, near Leamington. The stakes are £40 and £50. The course takes the shape of the figure "eight," running right-handed over grass, with the exception of one division of plough. Most of the fences are natural, of birch, and the turf is very old, affording splendid going in all weather. It is a long gallop over an easy country.

The distance is one mile from Leamington Station, London and North-Western and Great Western lines.

Clerk of Course.—Mr. JOHN SHELDON, Temple Chambers, Birmingham.

Lingfield Hunt Steeplechases are held on the race-course at Lingfield.

Clerk of Course, Mr. R. R. FOWLER, Lingfield, Surrey.

Loughborough (Quorn) Hunt.—This is a well attended one-day hunt in April, held a few miles from Leicester on the Midland and Great Central Railways. The stakes here range from £30 to £90. The steeplechase course is naturally formed, and left-handed. The water is the only artificial obstacle, which is opposite the stand. The hurdle course is right-handed. The outline is oval, with a run-in of 660 yards. Its general conformation is flat, on a soil of a very sandy character, so the going is never holding, heavy, or deep.

Leicester is the nearest town for accommodation.

Clerks of the Course.—Messrs. FORD & SONS, Nottingham.

Louth Hunt Meeting is another very small fixture, held about one mile from Louth Station, in Lincolnshire, on the Great Northern Railway. The course is left-handed,

about $1\frac{1}{2}$ miles round. The going is all grass, with the exception of one field of arable land. The fences are well made, but very easy. The run-in is 300 yards from the last fence and uphill. The dangerous drop on the far side has been remedied. The course is admired by all who have ridden over it: the going is always good and gallopable over a small country.

Stabling and Hotels.—Mason's Arms, King's Head.

Hon. Secretary and Clerk of Course.—HAROLD BOTTERILL, Esq., Tathwell Hall, Louth.

Southwold Hunt Races take place on the above course at Louth.

Clerk of Course.—Mr. W. WILSON, Horncastle.

Maiden Erlegh Steeplechases and Hurdle-races.—This little Berkshire fixture has made rapid progress towards popularity since the place was taken over by Mr. S. B. Joel, who purposes making many improvements in the course. He having acquired the property, at once directed great interest to the old original one-day meeting on his estate. In a very short time it developed into two meetings of two days each, while the general character of the races has been judiciously studied. It is now a nice little meeting, well patronised, with several steeplechases, and hurdle-races of £140 in value, including the Erlegh Cup of £140. The minor events range from £40 to £70.

The course is $1\frac{1}{4}$ miles round, running left-handed, with a very short run-in from the last fence. It is $2\frac{1}{2}$ miles from Reading, and $\frac{1}{2}$ mile from Maiden Erlegh station, on the London and South-Western Railway. The Great Western also run a service. The country is natural and somewhat hilly, but the fences are made up of gorse, with the exception of the brook, which is a water-course, about 350 yards past the stand, at the bottom of rather a steep declivity.

Stabling.—Home Farm, Maiden Erlegh, Berks.

Clerk of Course.—Mr. W. E. BUSHBY, 10, Austin Friars.

Malton Hunt Steeplechases take place on two days in April. The stakes are £40 to £70 in value for steeple, hurdle, and hunter's flat-races. They are held at Highfield Norton, $1\frac{1}{2}$ miles from Malton Station, in Yorkshire, $2\frac{1}{2}$ miles from King's Cross, Great Northern line. The Midland have also a service from the West of England and the Midlands. The course is $2\frac{1}{2}$ miles in extent, running left-handed, over good sound turf. The run-in is 880 yards. The fences are built of thorn and brush, and are to the regulation order in size.

Clerk of Course.—Mr. MILES P'ANSON, Malton, Yorks. Hotel and stabling at Malton.

Melton Hunt Steeplechases, and that fine fixture at Croxton Park, terminate the hunting season in the Midlands. They are held about two miles from Melton Mowbray, in Leicestershire, and six from Leicester on the Midland Railway. The meeting is a rendezvous for hunting people, and is largely supported by the subscribers to the neighbouring packs, many of whom take part in the races. The course is over a hunting country, very natural and hilly, with any amount of ridge and furrow on the run-in. The running-line is right-handed, all grass, and not difficult.

Secretary.—Mr. E. JEEVES, Melton Mowbray.

Clerk of Course.—Messrs. FORD AND SONS, Nottingham.

Midland Hunt Steeplechases take place on the Nottingham racecourse.

Monmouth Hunt takes place about one mile from the town on the Monnow Meadows. It is a two-day meeting in March, with stakes varying from £30 to £50.

The course is left-handed, one mile and a half round an almost circular outline, with a short run-in of only

220 yards. It is practically flat all over. The soil is very light, but the turf is very sound, and all grass. The fences are birch. The country is an easy one.

Stabling.—Beaufort Arms, Monmouth, and forage, 6s.

Sec.—Mr. L. C. WRIGLEY, Trelleck Grange, Chepstow.

Moreton-in-the-Marsh Hunt is held on one day in April. Among the stakes here is a handicap hurdle-race (2 miles), value £100; the other stakes average £40. The course is $\frac{1}{2}$ mile from Moreton-in-the-Marsh station, in Gloucestershire, on the Great Western Railway. It is situated over the Dunstall and Frogmore meadows, near the Fogne Road. The line of running is right-handed, flagged out on a natural country practically level. The run-in is 300 yards. The fences are natural, excepting three of them. The brook is the historical "Evenlode," and is jumped in two places. The fences are of young birch, and simple. Some divisions are deep and heavy.

Stabling.—White Hart, Royal, and Swan, Gloucester.

Clerk of Course.—Mr. H. ROUSE, Moreton-in-Marsh.

Newport Meeting.—The Llangibby and Tredegar Hunt, in Monmouthshire, South Wales.—There are two two-day fixtures, one in May, and the other in November. They are held at Caerleon, $2\frac{1}{2}$ miles from Newport. The former station is one mile from the course. Lord Tredegar is the chairman of a very influential executive, which is, unlike most other places, organised by honorary appointment. No meeting could be better controlled, and unlimited praise is due to its management, because it is self-evident that every energy is devoted to the comfort and consideration of its patrons, for it can be annually recognised that improvements are constantly being made. An excellent example for others, who have the subject of sporting reform uppermost. There are two courses, one for steeple and another for hurdle-races, both with a running-line right-handed. The shape takes an outline

of a cornered square. The run-in is 400 yards. The fences are very easy, built to proper size. The turf is very good going, and well drained. The conformation is nicely undulating.

Stabling and Hotels at Caerleon and Newport.

Clerks of Course.—Messrs. PRATT AND VERRALL, London.

Hon. Sec.—H. D. YORATH, Esq., Newport, Wales.

Newton Abbot Hunt takes place at Teign Marshes, half a mile from Newton Abbot, in Devonshire, on the Great Western, 209 miles from London. There are two meetings, one of two days, in May and August. The stakes are £25 to £40 in value, including Hunt flat races. The course is egg-shaped, one mile round, with a running-line left-handed, over a made-up country, on good pasture land, overlying sand, and practically flat. Good going in bad weather, as it very quickly dries, and the land is naturally drained. The distances here are exact.

Clerk of Course.—Mr. A. R. WILLIAMS, M.R.C.V.S., Newton Abbot, Devon. *Hon. Sec.*—D. VILES, Esq.

Northumberland Hunt (Rothbury).—This fixture takes place on one day in April. It is more of a general holiday among the industries in the North. The stakes here are about £40. The meeting is approached by the Great Northern Railway, *viâ* Morpeth. Special saloon trains are arranged to convey the numberless parties.

The course is chiefly grass on old turf, with naturally formed, and easy fences; there is a little plough encountered. The outline is left-handed, over very hilly country.

Stabling and hotels at Rothbury, close at hand.

Secretary.—Major BATES, Hexham, Durham.

Oakley Hunt Steeplechases are a small one-day fixture, in April. Stakes very small indeed. It is held at Kimbolton, over the Hoo, 52 miles from London, on the Midland Railway. The nearest station (Midland),

3 miles from Kimbolton. The course is left-handed, over a naturally hilly country, all grass, with plenty of ridge and furrow. The fences are all live growth. The ditches are faced with fir boughs and gorse, and very easy. The going gets deep and heavy in bad weather.

Stabling near Kimbolton, a mile from the ground.

Clerk of Course.—Mr. EDWARD WELSTEAD, Kimbolton House, St. Neot's, Huntingdon.

Oaksey Park Steeplechases (V.W.H. Hunt).—A small, well-attended one-day fixture, in April. Stakes from £25 to £50. It is a very popular gathering, with the Earl of Bathurst at the head of a fine list of stewards.

The races are held in Oaksey Park, 3 miles from Minety and Kemble, in Wiltshire, on the Great Western line.

The course is about 1½ miles in circumference, on an irregular oval outline, running right-handed, over fairly level grass natural country. The run-in is 350 yards. The fences are made up to regulation. There are two natural ditches. The brook is artificial. In wet weather the ground affords good gallops owing to the gravelly and clay under-soil. The land dries very rapidly.

Hon. Secretary and Clerk of Course.—J. ADAMTHWAITE, Esq., Siddington Lodge, Cirencester, Gloucester.

Hotels at Cirencester and Malmesbury, about six miles.

Stabling.—Mr. T. W. Bown, Oaksey Park, Malmesbury.

Paisley Meeting (Scotland).—Flat and Hurdle-races.—Within gunshot of the town made memorable by the origin of the famous "Paisley Shawl." There was a meeting instituted here in the year 1608. It now holds the annual two-day fixture in August, at St. James' Park, near Paisley, in Renfrewshire, N.B. The Midland and London and North-Western have connections, *viâ* Carlisle, with the Caledonian Railway.

Its programme is made up under the Jockey Club

and National Hunt rules—but there are no steeplechases—for flat and hurdle-races. With the exception of a hunters' flat race and hurdle-races, no race is of less value than £100. The Renfrewshire Handicap is £225 (1¼ mile). The fields, as a rule, are good ones, most of them reaching double numbers.

The course is circular, and 1 mile 7 yards in circumference, with an outline right-handed, and a width varying from 45 feet to 65 feet. The general conformation is very level indeed. The going is always good and springy, and never known to get hard, owing to its being on mossland.

Secretary.—Mr. A. MACFARLANE, 5, Orr Street, Paisley.

Clerk of the Course.—Mr. DAVID SHAW, 6, Wellington Square, Ayr, N.B.

Pembroke Hunt Steeplechases are held at Alleston, near Pembroke. A very uninteresting fixture, with very small stakes. The course is oval in shape, and fairly good going, over a natural country, with ditches and water-jump made up to regulation. The running-line is right-handed, with a run-in of 400 yards.

Stabling.—Apply Secretary, 2, Eaton Place, Pembroke.

Pembrokeshire Hunt is held not far from Haverfordwest, the week previous to the above Pembroke races. This course is right-handed. The stakes are very small.

Pershire and Croom Hunts.—There are two one-day meetings here in March and October. The gatherings are purely local. The stakes are all under £40. They are held half a mile from the town of Pershire, in Worcestershire, on the Great Western, 113 miles from London, and the same distance from Defford station on the Midland. The course is left-handed, over good old pasture land, and very easy to jump.

Stabling at Pershore, and for the day at Defford.

Secretary and Clerk of Course.—Mr. FRED DAVIS, Woollashill, Pershore, Worcestershire.

Plymouth Hunt Steeplechases and Hurdle-races are held on the Chelson Meadows, near Plymouth. This is a two-day fixture in September. There is a steeple and hurdle handicap of £100 each; the other races are from £40 to £70. It is a very interesting little meeting, well supported from all quarters in the West of England. The fields here are unusually large for this class of meeting.

The course is $1\frac{1}{2}$ miles in extent, running right-handed over good grass land, not in the least bit trappy, and affording a rattling gallop. The fences are very simple, and nicely built of birch.

Clerk of the Course.—Mr. JOHN SHELDON, Birmingham.

Hotels and Stabling.—Grand Hotel, The Lockyer, Duke of Cornwall, Plymouth, Devonshire.

Retford Hunt Races are a very small one-day local gathering, in March, held on Lord Galway's estate, in Nottinghamshire, on the Great Northern Railway, 139 miles from King's Cross. The Great Central also have a service, *via* Sheffield. The meeting is well patronised. The stakes are very small.

The course is over a fine, big give-and-takeable hunting country, running right-handed.

Stabling and Hotel.—White Hart, Retford.

Sec. and Clerk of Course.—Messrs. FORD, Nottingham.

Ross Hunt Steeplechases and Hurdle-races are held on one day in April, at Weir End, near Ross, in Herefordshire, about two miles from the station, on the Great Western line. The stakes are all under £40; small fields, supported by a very good local attendance. The course is right-handed, over all grass land, oval or round in outline, with a short run-in of 330 yards. The

fences are easy and brushable, built of birch to National Hunt Rules. The going in bad weather is very heavy.

Ample stabling at Ross.

Clerk of Course.—Mr. F. G. PAGE, Worcester.

Rugby Hunt Steeplechases.—This meeting was formerly a two-day fixture. It is now held on one day, in March. Situated as it is in such a sporting centre, it is difficult to conceive why its patrons have allowed such a degeneration to occur. Rugby Hunt can claim one of the best bits of steeplechase country in the kingdom. Some portion of the land belongs to P. A. Muntz, Esq., who generously places it at the disposal of the Master of the Hunt. The venue is about 3 miles from Rugby, in Warwickshire, 83 miles from London by the London and North-Western. The Great Central also have an excellent service of trains.

The stakes here are worth winning. There is a steeplechase handicap ($2\frac{1}{2}$ miles), £200; others, £25 to £85.

The course is over a natural outline, running left-handed. The turf is very old and sound, never heavy even in the wettest weather, excepting on what is known as the brook meadow. Although it has all been well drained, this division gets very holding in bad weather. The fences are natural. There are two naturally formed brooks, one 12 feet wide, the other 8 feet wide.

From the last obstacle to the winning-post is half a mile, perfectly straight, on a gradual rise, very level transversely, to nearly 27 feet, which is equal to 1 in 99.

Clerk of Course.—Mr. W. H. OVER, Rugby.

Sedgefield Hunt Races.—This is a two-day steeplechase and hurdle-race fixture, in March. The stakes are from £30 to £70. It is held on the property of Mr. Richard Ord (handicapper). The Marquis of Londonderry also takes a large interest in this hunt. The course is five minutes' walk from the village of Sedgefield, and $1\frac{1}{2}$

miles from Sedgefield and Bradbury stations, on the Great Northern and Midland Railways, in conjunction with the North Eastern line.

The outline of the running is left-handed, and measures 1 mile 3 furlongs 80 yards on the steeplechase, and $1\frac{1}{4}$ mile on the hurdle-race course. It is one of the best pieces of racing land in England, over the very finest of good, sound, thickly herbage turf, never known to become deep or heavy in the very worst of weather. The surface of the gallop is smooth and as regular as a garden lawn. The fences are beautifully built of birch, and not difficult to negotiate. The run-in is straight, on a nicely graduated rise of half a mile.

Stabling and hotels at Sedgefield village, the late Mr. Ralph Lambton's stables and Hardwich Arms.

Clerk of Course.—Mr. W. J. FREÜHOLM, Sedgefield.

Shincliffe Hunt Steeplechases and Hurdle-races.—There are three one-day fixtures, March, May, and October. The stakes range from £30 to £70. They are held near Durham, approachable by the Great Northern and Midland Railways, in conjunction with the North-Eastern. The races are exceedingly well patronised by the Northumbrian gentry. The course is right-handed, over very good soil, slightly undulating but not hilly, well drained. The fences are brushable. The run-in is quite 880 yards.

Stabling to be had in Durham.

Clerk of Course.—Mr. J. MENZIES, Shincliffe, Durham.

Shirley Hunt Steeplechases.—There are four one-day steeplechases and hurdle-race fixtures, in December, February, April, and September. The stakes range from £40 and under. The course is 7 miles from Birmingham, 3 miles from Hall Green, $2\frac{1}{2}$ miles from Solihull station, on the Great Western line, and 2 miles from Knowle station (Great Western), and $1\frac{1}{2}$ miles from Widney Manor station

(Great Western), 121 miles from London. The course is $1\frac{1}{2}$ miles round, over good turf, running left-handed. The fences are very simple to jump.

Hon. Secretary.—Sir F. GOWRING, Elliott's Hall, Shirley.

Clerk of Course.—Mr. JOHN SHELDON, Birmingham.

Southdown Hunt was formerly held at Ringmer, near Brighton. It now takes place on Plumpton race-course (which see).

Clerks of Course.—Messrs. PRATT AND VERRALL.

Southwell Steeplechases, Hurdle-races, and National Hunt Flat-races.—There are four two-day fixtures, in December, October, May, and March. The stakes range from £33 to £90. The last few years this meeting has developed into quite an interesting one. It is very largely attended from all parts, and the fields are, as a rule, very large.

They take place near Southwell, in Notts, 139 miles from London, Midland line. This railway has a station adjoining the course at Rolleston, also a new horse dock, with direct connection.

The course is $1\frac{3}{4}$ miles and 50 yards round. The going is very level, and the turf very sound, running left-handed. The fences are easy, and built of birch.

Stabling on the course for 40 horses, at Mill Farm; and 50 more can be boxed at Rolleston.

Entries to Mr. E. H. BARLOW, 158, Derby Road, Notts.

Stratford-on-Avon Hunt Steeplechases.—

There are two one-day meetings here, in May and November. The stakes, with the exception of the Coronation Cup, of £150 (3 miles steeplechase), vary from £30 to £50. The races are held near the banks of the Avon, half a mile from Stratford, in Warwickshire, 110 miles from London, on the Great Western and London and North-Western.

The course is one mile and a half round, running left-handed, over a very good grass land, oval in shape. The hurdle course is only one mile round. The fences are ten in number, including the brook, all on natural divisions of country. It is a good and easy course, and one which would make a capital schooling ground.

Secretary.—Mr. W. HUTCHINGS, Stratford, Warwickshire.

Tan-at-Side Hunt.—A one-day steeple and hurdle-race meeting in April. The stakes are all under £30 in value. It is held at Llanymyneck, in Salop, one mile from the London and North-Western and Great Western station, 200 miles from London. The course has a left-handed line, over very light grass land. The fences are very simple, and built of birch to regulation.

Secretary.—Mr. GEORGE DUNVILLE, Llanymyneck.

Tarporley Hunt Steeplechases take place on one day only in April. This Hunt Meeting is one of the fashionable, and perhaps the very oldest Hunt Club in creation, established in 1770. Its chief patrons are the Duke and Duchess of Westminster, who entertain a big company on the course, likewise at Eaton Hall, in honour of the races. The Hunt Steeplechase (2 miles) is £165 in value.

The nearest station is Beeston Castle, in Cheshire, three-quarters of a mile from the course, on the London and North-Western Railway, 170 miles from London. The Great Central also have a connection. It is an enclosed course, circular in shape, running right-handed, over a good turf. In wet weather the going is very tenacious. The run-in is very short indeed, being only 200 yards. The distances are measured approximately. The fences are built of birch and gorse.

Stabling and Hotel.—Swan, Tarporley, Cheshire.

Clerk of the Course.—Mr. W. H. NIGHTINGALE, Duddon Lodge, Tarporley, Cheshire.

Tenbury Hunt Steeplechases and Hurdle-races are held on one day in April, and usually follow the reputable Ludlow. The course is situate about quarter of a mile from Tenbury Station, in Worcestershire, G.W.R.

The course takes a circuit (now) of $1\frac{1}{2}$ miles, running left-handed, mostly over very level ground, with one division of plough. The fences are easy, made of birch.

Stabling.—Tenbury. *C. of C.*—Mr. F. G. PAGE, Worcester.

Tenby Hunt.—These steeplechases and hurdle-races are held on two days in January, about $2\frac{1}{2}$ miles from Tenby Station, on the sea coast of South Wales, in Pembrokeshire, on the Great Western Railway. The stakes here are from £33 to £75 in value.

The course is $1\frac{1}{2}$ miles round, over a natural country, with some banks on its outline, running right-handed, which must be climbed and dropped. The going is on the soft side in wet weather. The fences are birch and gorse. The run-in is 350 yards.

Stabling and Hotels.—Apply Mr. B. J. REES, Red Lion; also Gate House Hotel, Tenby, South Wales.

Clerk of Course.—Mr. GEORGE CLULES, Tenby, Wales.

The Hall Green Steeplechases are held in June. A one-day fixture. The programme is small, as are the stakes, which range from £20 to £33. The meeting, though uninteresting, has much improved of late years.

Secretary.—Mr. T. J. PAGE, "Midland News," Birmingham, and for stables and entries.

Tivyside Hunt Steeplechases.—A very insignificant little meeting, on one day in March, held about $1\frac{1}{2}$ miles from Boncath, in Pembrokeshire, South Wales. What interest it possesses is entirely local. Small fields and very trifling prizes are offered for competition. The course is certainly over a very lovely banking country, running left-handed. There are hurdle-races also.

Torquay Hunt have a two-day steeplechase and hurdle-race meeting, in March, which is well attended. The stakes are from £30 to £80. The course is situated at St. Mary Church, within one mile of Torquay. Every accommodation is available at both places. It is an ideal racing and jumping course, over all permanent grass land, fairly undulatory, with a run-in of 440 yards. The outline, though, takes both to the left and right, but finishes left-handed. A very good gallop, with easy fences to get at.

Loose boxes, apply to Mr. W. Cawdles, Belgrave Road, Fox Church Road, Torquay.

Hon. Secretary and Clerk of Course.—Mr. E. E. DINEBY, Cary Place, Torquay, Devon.

Totnes Hunt Steeplechases and Hurdle-races.—Here the prizes are of very small proportion to the interest which is invested in the pretty little Devonshire fixture. The sport is usually very good, and the West of England sportsmen turn out in big numbers. The stakes are £25 to £50. They take place on the River Dart meadows, not far from Totnes, 225 miles from London (Great Western Railway), in September, on two days. The course is 1½ miles round, over extremely hilly ground, mostly plough. The running-line is right-handed, with a run-in of 680 yards, and fairly flat. The fences are of hazel and birch. The river Dart forms the brook, and has to be waded twice, for it is quite unjumpable, owing to its width, and it is very deep into the bargain. I believe old *Anchorite* made a very vain attempt to clear it.

Stabling and Clerk of Course.—Mr. R. HEATH, Totnes, Devon.

United Border Hunt, N.B.—These steeplechases and hurdle-races take place in April, at Kelso, in Scotland, 1½ miles from Kelso Station. In the programme are a steeplechase and hurdle-race of £86 each. The course is a fairly good one, over old moss turf, with a few light-

plough divisions. The running-line is left-handed. The fences are simple, to regulation size, built of birch.

Stabling and Hotels at Kelso.

Secretary.—Major BATES, Hexham, Durham.

Usk Hunt Steeplechases and Hurdle-races are held in May, one day only, at Mardy, near Usk, in Monmouthshire. The venue is situated 1½ miles from Usk Station, on the Great Western. The course is over a naturally formed, easy country, running left-handed, about 1½ miles round. The turf is very good going, and the fences are brushable and easy, made up of birch.

Clerks of the Course.—Messrs. PRATT AND VERRALL.

Vale of Aylesbury Hunt.—A nice gathering of the followers and subscribers to the Whaddon Chase, Lord Rothschild's, Old Berkeley, Bicester, and Oxfordshire packs. Held on one day only in April, about one mile from Aylesbury, in Buckinghamshire, on the Great Western, London and North-Western, and Great Central lines.

The course is natural, and very easy to jump, being slightly undulating all over. The soil is clayey and loamy, and therefore gets very heavy in bad weather.

The running-line takes the shape of the figure "6," left-handed, and the loop is traversed twice. The run-in is about 440 yards. The fences are natural, but built up with gorse. The brook is a natural stream, 13 feet wide.

Hotels.—George, Crown, King's Head, Aylesbury.

Clerk of the Course and Hon. Secretary.—HENRY G. LAPPER, Esq., Walton Street, Aylesbury, Bucks.

Wenlock Hunt Steeplechase and Hurdle-race Meeting, on one day in May. The stakes here are all under £30. It is a very popular gathering, held a quarter of a mile from Much Wenlock Station, in Salop, 163 miles from London, on the Great Western Railway. The country is naturally formed, and right-handed. The

fences are not very big, built of birch, and cut down to proper order. Some are drop fences. The brook and ditch are on plough land, varying, of course, in accordance with the cropping. In wet weather it is very deep and heavy.

Stabling.—Raven, Fox, Wenlock, Shrewsbury.

Hon. Sec.—Mr. R. MANN, Atcham House, Shrewsbury.

West Norfolk Hunt.—These steeplechases are held in April, on one day, about three-quarters of a mile from East Winch Station, in Norfolk, on the Great Eastern line, 102 miles from London. The stakes are about £40.

The course is left-handed, and the going is over arable fields mostly, other parts grass. In wet weather the going gets very heavy indeed. Two or three fences are made up, the others are naturally formed, and strengthened with dead brushwood. There is a natural brook, which is taken twice. First place it is 8 feet wide, second place, 10 feet wide, guarded by a 2 feet fence; this is in addition to a regulation water-jump.

Hon. Secretary and Clerk of Course.—Mr. ALFRED W. JEE, The Cottage, Raynham, Fakenham, Norfolk.

Wetherby Hunt have a two-day steeple and hurdle-race meeting in March, held close to the North-Eastern Railway station, at Wetherby, in Yorkshire, in conjunction with the Midland and Great Northern services from the South. The stakes range from £30 to £80 in value. The course is oval in outline, and left-handed, over a good grass country. The going is always in fine condition. It is slightly undulating, with a run-in of 300 yards from the last flight of hurdles. The fences are made of spruce timber, with a regulation ditch and water-jump.

Stabling and Hotels.—Wetherby and Harrogate, Yorks.

Clerk of the Course.—Mr. W. CLARK, Collingham, Leeds.

Wincanton Hunt.—An uninteresting one-day meeting, in March. The stakes are below £40 in value.

The entries, as a rule, are very poor in class and number. It is held at Hatherleigh, on Easter Monday, half a mile from Wincanton station, in Somersetshire, on the London and South-Western line. The Duke of Somerset and the Earl of Ilchester, heading a list of notable stewards, attract a large number of the nobility of Wilts and Somerset. Although the sport is very slack, it is one of the most select gatherings in the western counties.

The course is oblong in outline, and left-handed, over all grass, entirely flat, round two big turns. The run-in is about 150 yards only. In wet weather the going is very tenacious. In fine weather it is perfect. The distances vary a trifle in measurement. The fences are all built up to National Hunt Rules.

Stabling and Hotels.—Greyhound, Bear, Wincanton.

Clerk of the Course.—Mr. W. T. GOODFELLOW, South Street, Wincanton, Somersetshire.

Woodbridge Hunt Meeting.—Another unimportant one-day fixture, in April, with no stakes exceeding £25. It is held at Hasketon Home Farm, 2 miles from Woodbridge Station, in Suffolk, on the Great Eastern line, 79 miles from London. The country is very small, oval in shape, and very flat, running right-handed, mostly over plough divisions, very heavy and deep. The fences are all natural. The water-jump is artificially formed. The run-in is 440 yards; a flight of hurdles is placed for steeplechases 220 yards from the winning-post. The hurdle course is circular, about one mile round. The full distance is galloped owing to the measurement being on the inside.

In fine weather the going is splendid. The taking-off and landing sides of the fences are very evenly formed.

Hon. Clerk of the Course.—Mr. EDGAR BRANFORD, Ivy Lodge, Woodbridge, Suffolk.

Woore Hunt is another one-day fixture, in April, for steeple and hurdle-races. The stakes are all under £40 in value. It is held near Woore village, a few minutes from Pige-Gate Station, and 6 miles from Market Drayton, on the North Stafford Railway, 180 miles from London by the Great Western line. It is a very fashionable little meeting, and very primitive indeed in its arrangements. The Duke of Sutherland is President. The course is left-handed, oval in outline, 1 mile 187 yards round, over grass land. The fences are birch, 4 ft. 6 in. high. The water-jump is 12 feet, with a 3 feet fence in front.

Secretary.—Mr. A. T. BENNION, Market Drayton, Salop.

Clerk of Course.—Mr. E. SIMPSON, Sidway Hall, Newcastle, Staffs.

* * * *

THE CHANNEL ISLANDS MEETINGS.

There is an endeavour on foot by the Committee of the Channel Islands Racing and Hunt Club to make these fixtures more generally known, but I am afraid that Colonel Haighton Wilkins's wishes will not be gratified by anything beyond local support.

In the first place, the small stakes to be competed for would most certainly not compensate for the trouble and expense of sending horses and boys from this country.

There are three meetings—two in Jersey, and one in Guernsey—all licensed and recognised under the Jockey Club Rules. In 1893 the Executive appealed to the Jockey Club Stewards to be incorporated as meetings under their rules of racing, also the National Hunt Rules. The motion was carried unanimously by a large number of members.

Guernsey Meeting is held on L'ancresse Common. The course takes a very irregular outline; several bends occur on the nine furlongs round. The country is fairly flat, with the exception of the last three furlongs, which runs rather undulatory. The stakes here are the same.

Hon. Secretary.—Colonel HAIGHTON WILKINS, Channel Islands Racing and Hunt Club.

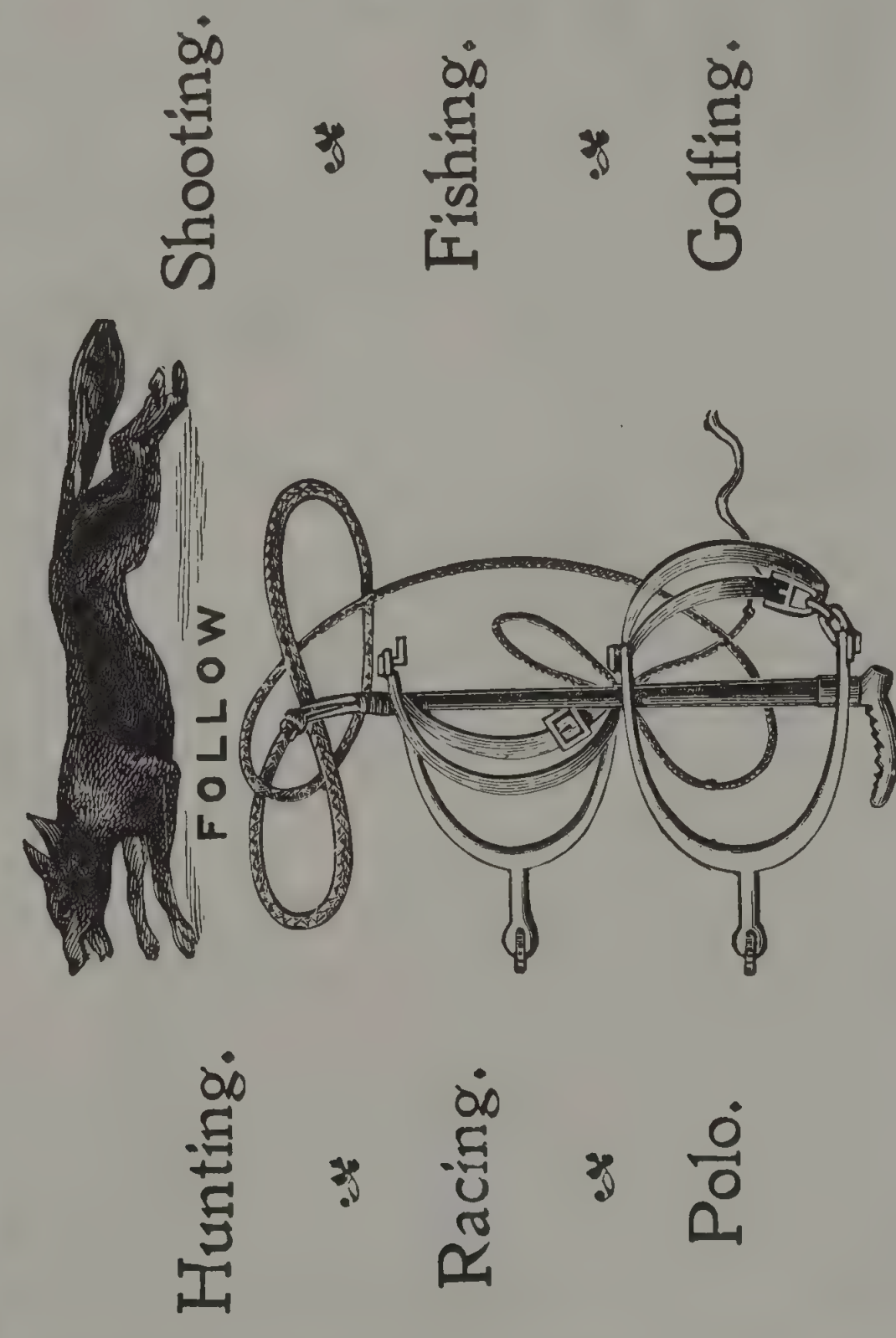
Jersey.—There are two courses here. The older meeting is held at Gouray Common, 3½ miles from St. Heliers; the railway runs on to the common. It takes place in July. The stakes vary from £30 to £60. In addition, His Majesty gives a silver cup every year for Jersey-bred horses. The races are for hurdle and flat-races; no steeplechases. The undersoil is loamy, and with a plentiful supply of herbage.

The course is oval in outline, 1650 yards in circumference, running right-handed, a width of 25 to 30 yards, and the run-in is 400 yards. The going is always good.

The other course is situated at the other end of the island on Les Landes, about nine miles from Forst, near St. Ouens, with the nearest station five miles distant. This track is elliptical in shape, running right-handed, about one mile round, over a practically flat country.

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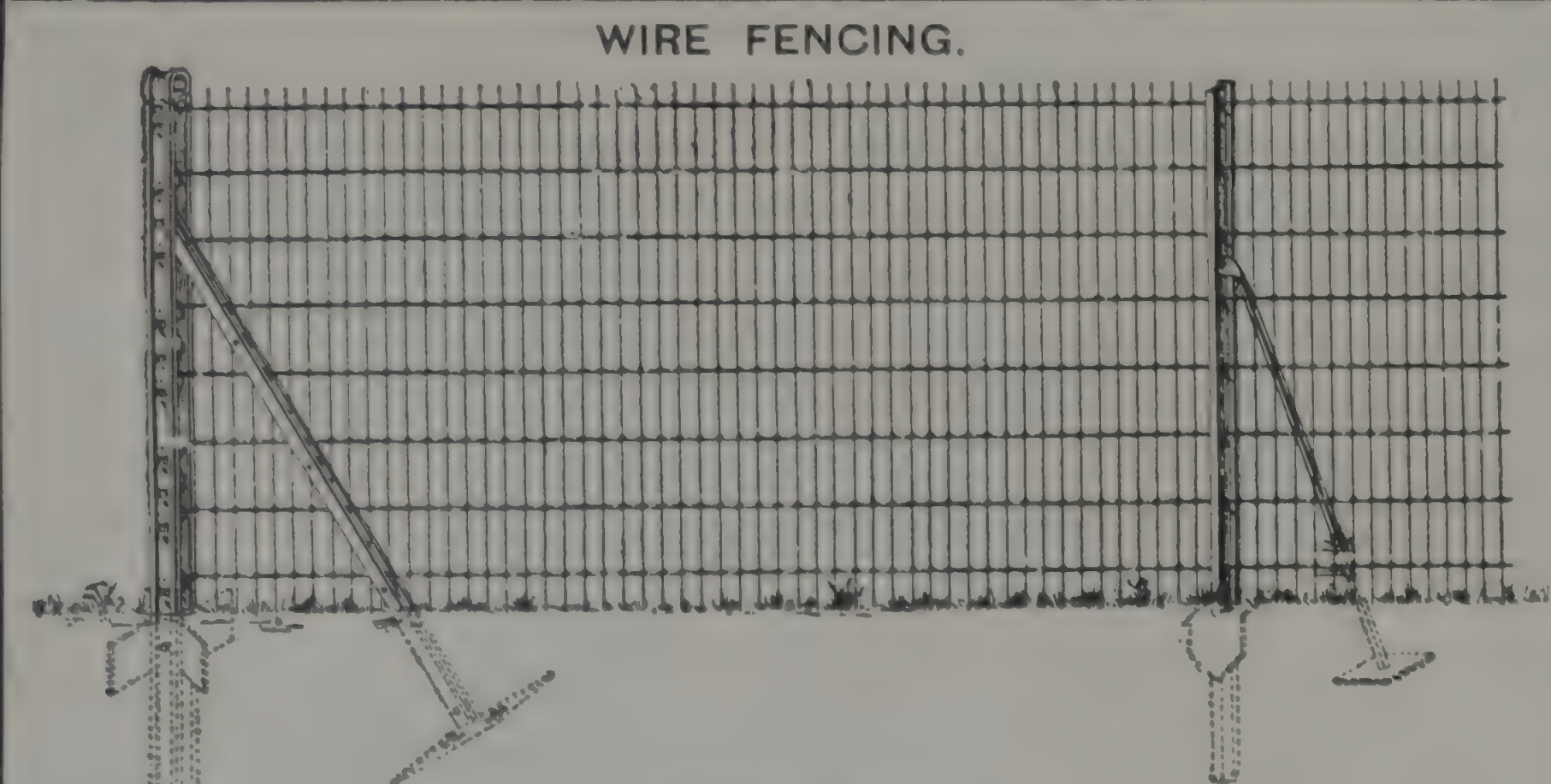
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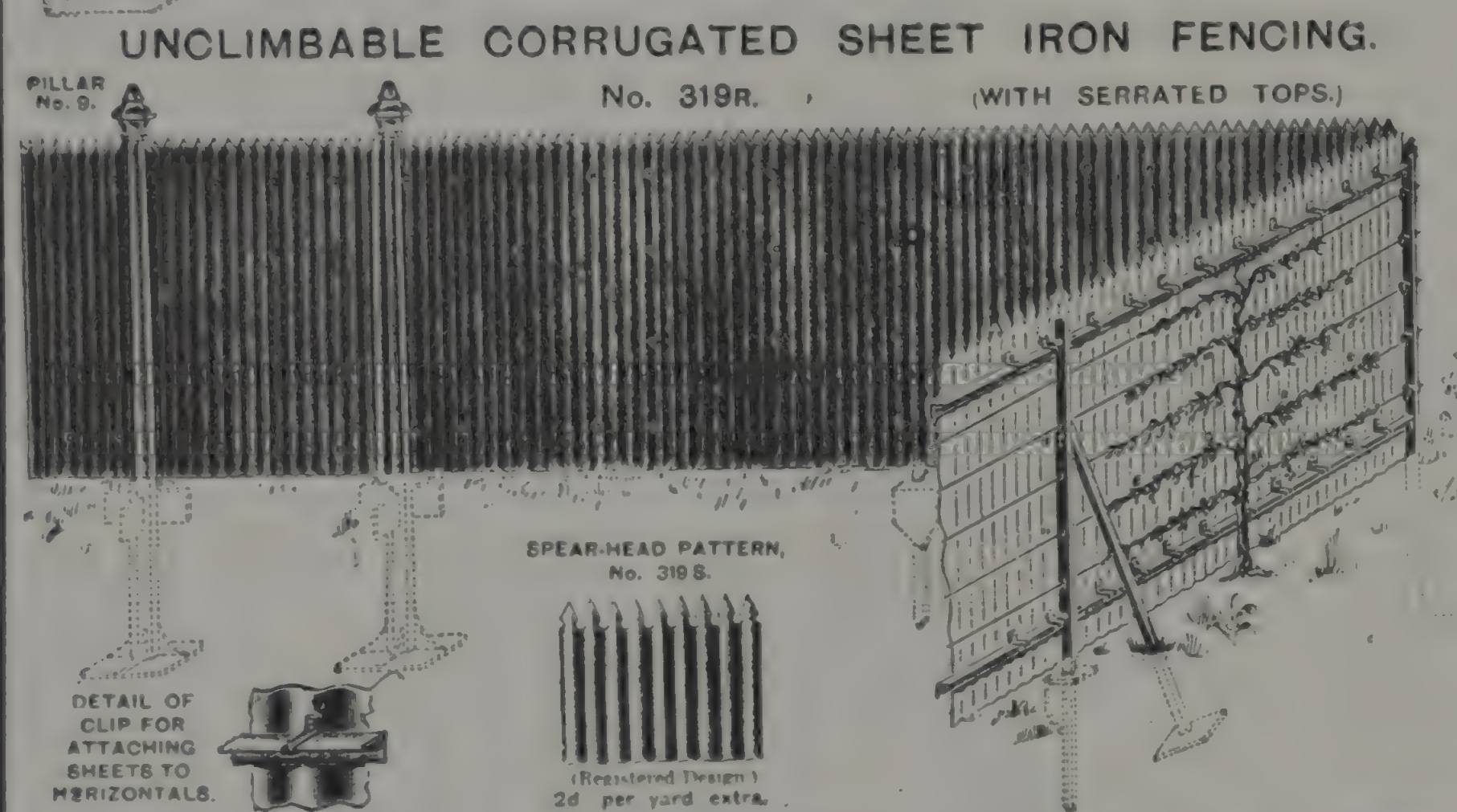
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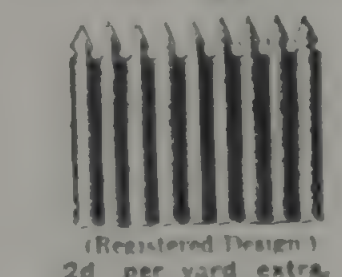
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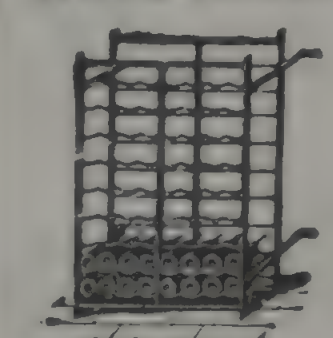


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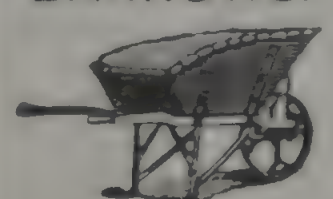
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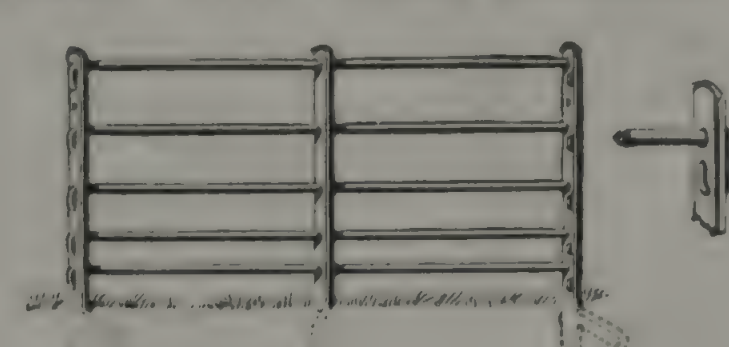
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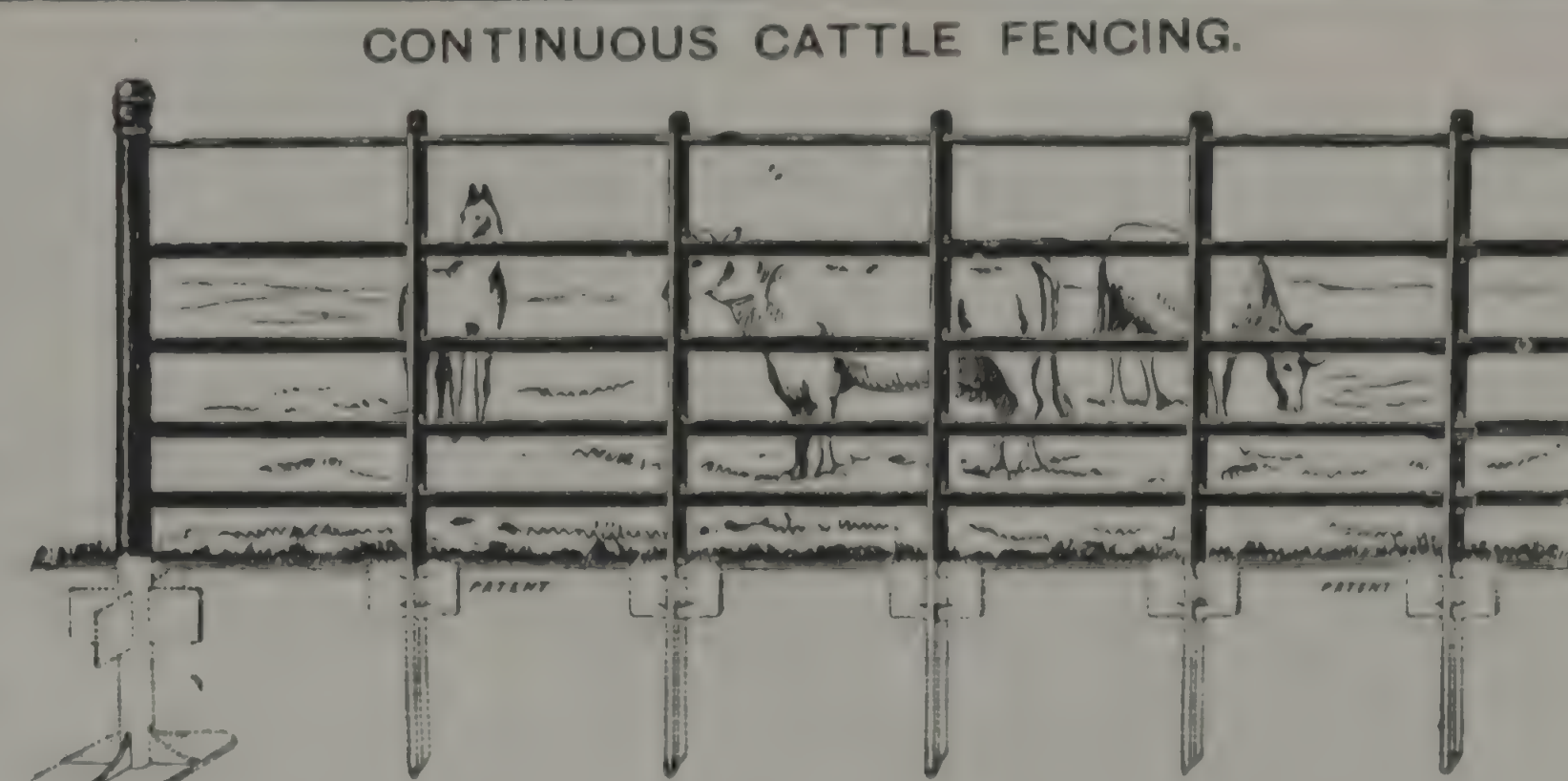
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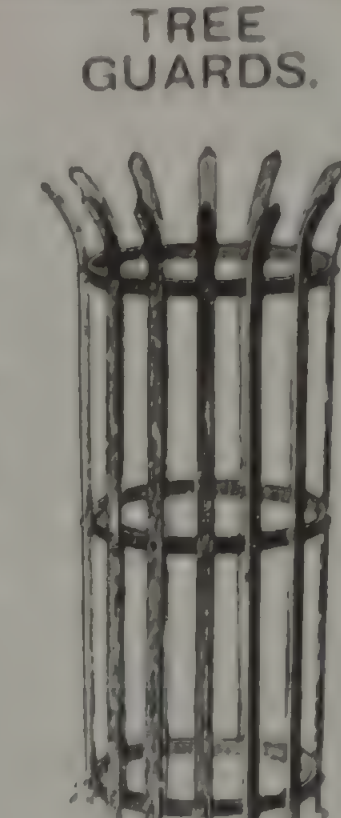
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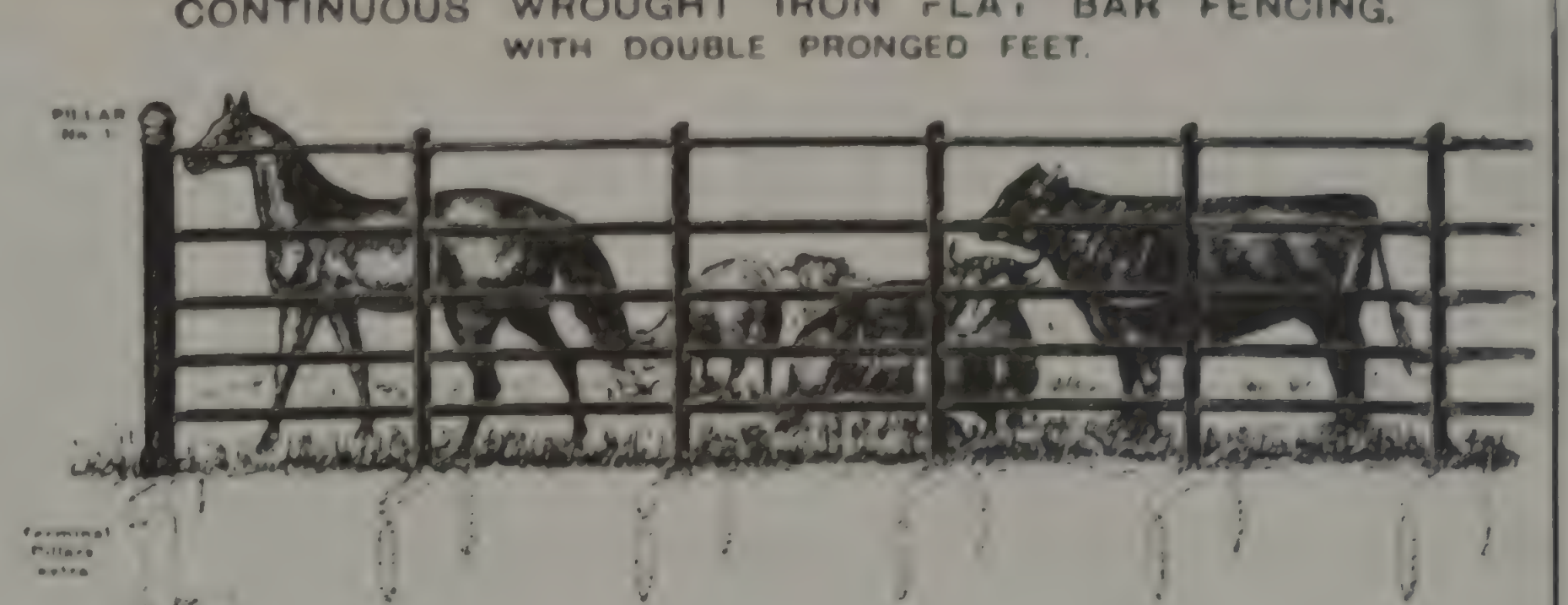
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The Newmarket Steeplechase Course.



HIS was a project advanced by the late Colonel H. McCalmont on part of his Cheveley estate, early in the nineties, and placed by him under the jurisdiction of the Hanover Square establishment, and very popular indeed it was becoming, but the Fates were against the ambition of its wealthy owner, who gave the management a free hand as regards the necessities and inducements wanting to ensure the success of a new race meeting. In this respect it could not have been in better hands, because where Messrs. Pratt and Co. are lavish in their expenditure, they have the ulterior motive in view of meeting the requirements of those professionally concerned. Although everything was done that the human mind could devise, the meeting was not destined to become a big success during the lifetime of the Colonel. First, the South African trouble in which Colonel McCalmont took part stopped all racing on his estate for three seasons; secondly, frost put an end to the fixture in 1902, while the death of the Colonel in 1903 caused a reconstruction.

The Outline of the Course.—Considering that all the surrounding land was in one hand, there was nothing whatsoever to prevent a much better outline being marked out than the one which now exists. It is too square, there being four complete corners, and some of them very pronounced, especially the two on the right hand of the stand, but there is a very nice gallop of 500 or 600 yards between them. It is a left-handed track, on a light chalky soil, and never heavy. The gallop in its entirety is a very good one indeed, slightly undulatory. The fences are well built up to the regulation size. The length of the run-in from the last fence is about 400 yards. If I may venture an opinion, the last fence is not built straight enough in a line with the winning-post. That is to say, if horses followed a straight line after taking the fence on the left hand of the stand they would go right bang into the paddock. It is about one mile from the new station on the Cambridge Road.

* * * * *

Secretaries and Clerks of the Course.—Messrs. PRATT AND Co., George Street, Hanover Square, London.

The Proposed Meeting at Newbury.



URING the days of the Regency, races were annually held on Enborne Heath. Among the supporters of the old Newbury races were Margrave and Margravine of Auspach, Lord Craven, Lord Carnarvon, Hon. George Herbert, and Mr. Dundas (Lord Amesbury).

The race week was a festival. Balls, big dinner parties, and entertainments under the auspices of the Mayor and Corporation were given in its honour, who gave a Cup of £50. If the Calendar will admit of another new fixture to its already congested list, I know of no site more suitable for a race-course than that introduced by a syndicate of influential gentlemen, with the popular trainer of Kingsclere, Mr. John Porter, as a practical guiding-rein, together with sixty training establishments within short distances, having 1,500 horses in daily training. It may be safe to assume that a very hopeful future is in store for Newbury. The Stewards of the Jockey Club have intention to grant fixtures for 1905. The proposed site is on a very fine area of 300 acres of good grass country, adjoining the copse known as the Aviary, half a mile from Newbury Station, in Berkshire. The Great Central will also serve the meeting. The Architect is Mr. W. C. Stephens, with whom the Great Western engineers are arranging a station and horse dock quite close to the stands. The geology is a drift of river and valley gravel, overlying Reading beds of London clay. It lies about 250 feet above sea level.

The Course.—I have no hesitation in saying, will be an excellent outline, because its general dimensions are calculated to afford a very true one. It will have a straight mile, seven, six, and five furlongs. The outline is left-handed, $1\frac{3}{4}$ miles and 20 yards round two well-formed curves, with a straight gallop of 500 yards on the far side, and a run-in of 5 furlongs, about 60 feet wide.

There will be stabling erected on the course, with boys' accommodation.

I am unable to show the actual diagram of the course, but suffice it to say it will take an oblong shape, very level indeed on the cross sections, with a slight rise and fall on the far stretch, but the straight mile, no doubt, will afford a very true outline, a feature very much needed. May the Meeting have the reward it will deserve.

✿ The Two-Year-Old Courses (T.Y.C.) ✿



RACING has established such a magnetic control over the English populace, and so many new ideas are every year introduced into its system that it must be held to be prudent to endeavour to make it generally uniform—especially where old-time customs admit of a loophole for undesirable practices.

It is not so much in the latter direction that I desire to meddle, as it is, in so far as owners, trainers, handicappers, and jockeys are concerned, and, I may add, that it is solely for the purposes of their individual interests that I venture with these suggestions. It may not be generally known, even amongst those directly associated with racing, that there is a very wide margin in the distances of T.Y.C.s; and the indifference with which these discrepancies are treated is not a little mortifying. Now, to my mind, this state of things should not exist, especially as it is such an easy matter to remedy, because it is more than likely to interfere with the calculations of both handicapper and trainer, the latter especially in the work of "entry." A very apt comparison was made at the Guildhall, in 1902, by the Right Hon. St. John Brodrick, who said "the position of a Cabinet Minister is similar to that of a trainer of racehorses. When the horse wins the jockey receives all the applause, but, when the horse is beaten the trainer comes in for all the censure." Allusion is here made to the inconsistent measurements, and unless such measurements are made to correspond, as I would suggest, all concerned are advised to follow the Machiavellian subtlety, "that he that would succeed must accommodate himself to the times."

I know it to be as difficult to advise a departure from old custom as it is to change the expression of the eye, but I submit, as a modicum of reason, that the least to be done in these competitive days is to thoroughly examine the principle of all logical ideas before condemning them as being abortive. It is

well known that extra distances—however short—have been proved over and over again, to bring about a totally unexpected order of running, and give rise to some very uncomplimentary remarks as regards the stable connections.

The term "not trying" has become a common cry amongst professional bettors, unless the results entirely agree with the opinions on which their speculations were based, but it is not for me to say whether such indiscreet manifestations of judgment have or have not any other foundation than impulse and, perhaps, disappointment. I will not, therefore, presume to classify these reasons, because in the heat of the moment expressions are often ventilated by a section of the Turf's following of a more pagan than parliamentary character. However, I refrain from any attempt to summarise these differences, whether justified or not; nevertheless, I purpose showing how most probably they are to be obviated.

With regard to short courses, let us examine the calendar, and refresh our memory with the records of a few useful "sprinters" as examples, and see how the extra yards affected their ratio of speed. We find Lord Wolverton's *Ugly*, b.c. by *Minting*—*Wee Agnes*, one of the speediest horses ever shod—yet quite unable to stride over a furrow after negotiating five furlongs, and the same applies to *Deep Sea*, b.g., by *Pearl Diver*—*Miss McLeod*; *Zanoni*, b.g., by *Royal Hampton*—*Rosy Cross* (six furlongs at Brighton only); *Filassier*, br.g., by *Hackler*—*Lady Gough*; *Veleda*; *Lucania*, b.f., by *Donovan*—*Lucastra*; *Confessional*, b.m., by *Edward the Confessor*—*Alice Lorraine*; *Edince*, ch.f., by *Juggler*—*Pink Pearl*; and that smart youngster of Sir John Astley's (better known as "The Mate"), *Brigg Boy*; also *Symphonia*, by *St. Simon*, who met with a most deplorable defeat at Ascot (ridden by W. Warne), owing to her failing to keep up her exceptional speed in the extra 136 yards (now 144 yards) when *Deemster* won the race. There are many "race-goers" who have painfully witnessed these sporting

disasters. They would speed along at the pace of an automobile for five furlongs yet positively collapse into a helpless canter immediately afterwards; and, no doubt that many more have brought about a similar disappointment, due, and due alone, to the inconsistency in the length of the courses. Why should this exist? Why not have a recognised standard measurement from five furlongs to $1\frac{1}{2}$ miles? I submit that this would be a movement in the right direction, and a movement that might obviate a good deal of misapprehension as regards form, and guard against the difference in the distances which arise at different places, being hurriedly overlooked in the work of "entry." Furthermore, it would greatly facilitate the handicapping. I have shown that in many instances the distance of the T.Y.C. is nearer six than five furlongs.

In dealing with the T.Y.C.s, I may mention that I shall hereafter enumerate the irregular measurements of other distances where they arise.

Personally, I am opposed to the existence of two-year-old races until September, and advocate their removal from the Calendar (until this month). For this reason—because to race young horses over any distance until late in the season is undoubtedly most detrimental to the future of bloodstock, both for racing and breeding purposes; and this view is upheld by the highest veterinary authorities. If we consider the question carefully and prudently, the point becomes conclusive that yearlings which have to race in March or April have their constitutions forced too prematurely, thus preventing their muscles from becoming developed naturally. We know that "Nature forms man, and moulds his destiny," and so by similar laws do horses come under its *toute-puissance*. Two great authorities on bloodstock, Sir Joseph Hawley and Lord Jersey, were much opposed to the practice of racing young horses.

We are told in science—and the art of training comes under this denomination—"that nothing is more fatal than fixed ideas." Some readers will ask what it means? It means this! That training in England requires to be systematised; the "fixed ideas" are to be less estimated and given a place with experiment; for on its efficiency, as in everything else, are our hopes dependent. The anxious keenness with which the trainer watches the progress of the foal is a study in

itself, and, as his sense of responsibility increases, the *raison d'être* presents itself. The subject, I am aware, has been already ably discussed by many, yet, even those who are convinced of the imprudence of racing young horses are prompted to oppose its utility by the alluring inducements of the mammoth stakes which are annually presented for competition. If young horses were permitted to remain at school a few extra months, it would, I contend, improve both the colt and the filly tenfold in their general development, whilst the extension of training the animal's physique might be added on to the other end of its racing career before leaving so prematurely for the "stud." If this were only put into practice by those of the turf's patrons who possess the higher-minded motive, or, in other words, by those who inherit a love of the sport for something higher than the mere stakes, a far more prolific and better class of horses would be presented to the English turf, and enable it to sound the very loudest cosmic note of supremacy in the future. But *revenons à nos moutons*, and let us see how the distances of the T.Y.C.s stand in relation to each other.

At Newmarket the youngsters compete over five furlongs only, until the middle of May over the Rous Course, and within three weeks they are performing at Ascot over a far more severe course of 5 furlongs 144 yards. Again, within two weeks they are floundering (jockeys being powerless round the bend here) over a very awkward course indeed, at Brighton, of 5 furlongs 88 yards. I have good reasons for saying that the authorities are few and far between who could define off-hand the exact distance of any T.Y.C. in England. At Yarmouth (another absurd race-course) the measurement is 5 furlongs 80 yards, and at Epsom, the Woodcote Stakes (the most important two-year-old race at the meeting) is run over 6 furlongs, while the other two-year-old events take place over 5 furlongs. At Goodwood, Redcar, and Salisbury, the course is 6 furlongs. At Mussulburgh it is 5 furlongs 11 yards. At Chester it is 6 furlongs 33 yards, where there is also another two-year-old course for the Mostyn Stakes, of 5 furlongs and 25 yards, yet the actual distance covered is 15 yards under the 6 furlongs, and 13 yards under the 5 furlongs. The five furlongs, or T.Y.C., at Lewes is about 60 yards over. The T.Y.C. at Newmarket is 5 furlongs and 140 yards

on the July Course, and 5 furlongs and 134 yards on the flat. What earthly reason can be assigned for these incongruous and misleading conditions in regard to the measurement of courses? I take it for granted that in the preparation of two-year-olds the practice in vogue is to make them acquainted with five furlongs in their initial exercise, *ergo*, why not establish some fundamental lines to act in accord? I do not presume to fix upon any particular distance, but what I urge to be conformable to reason is that a universal distance for T.Y.C.s, if made law by the Jockey Club, would prove advantageous in many ways. I feel sure, had the "Titan of the Turf" lived, that we should ere now have had something uniform in this direction.

What is the cause which engenders among English people the desire to cling so tenaciously to custom? I am conservative myself, and ever likely to remain so, but in matters of this kind I have little regard for precedent. Is it an inherent loathing of change, or is it a lack of energy to fathom the value of particulars that *primâ facie* presents a minor detail, made clear by the panacea of practice alone? It was Goethe who said: "We are even reluctant to part with what is in itself unpleasant when once we get used to it."

The age is past to follow too closely the cable of custom; we must lend ourselves to the usages and experiences of the times, and adapt ourselves to believe in innovations that emanate from thinking minds instead of shirking the adoption of well-thought-out ideas, however conclusive, merely because they are novel. No one in any calling or profession can ever be too deeply trained or too well instructed in all the elements of enterprise to meet the acumen of the present time, that calls for the intervention of new measures to be interwoven with the old customs which cling to the English race with the tenacity with which the tunic of Nessus adhered to Hercules.

The two instances in favour of the abolition of two-year-old races are *Middleton*, whose first and last appearance in public was winning the Derby; and *Amato*, who also never ran as a two-year-old. Lord Jersey's three Derby winners, five winners of the Guineas, Oaks winner, and numberless other winners are pretty conclusive proofs of its advantages.

✿ The Mile Courses. ✿

IN making an analysis of the mile races, let us follow how far they correspond with each other. They are equal in importance with the T.Y.C.s, owing to the tell-tale effect they have on many horses, *Victor Wild*, to wit, and heaps of others too well known to trainers and jockeys. It may appear paradoxical, but it is nevertheless true, that at a place like Ascot, where since 1902 everything practical, and everything that experience could suggest has been done to meet the exigencies of the Royal meeting, it is impossible to outline a straight mile.

The Rowley Mile at Newmarket was well known to be 11 yards over the mile. It is now one mile exactly. The Ancaster Mile (on the Old Cambridge-shire) is 22 yards over the mile.

At Derby the straight mile is in reality 1,790 yards, or 30 yards beyond the mile. Now, at Chester we are met by unalterable conditions on the "Roodee" owing to the limited or confined area of the course, which necessitates an almost continuous curvature, and in order to avoid the awkward and unequal conditions (of which one is starting on the turn), it is perhaps much better that the courses should be measured some few yards over the respective distances, which affords the opportunity to utilise a straight line to start from. The old mile is 46 yards over the distance. The New mile is 169 yards over, and the Seven Furlongs is 36 yards over, but, as regards Chester, we must resign ourselves to the inevitable.

At Pontefract the Seven Furlong race is 131 yards over the distance.

Imprimis, would it not be within the pale of the Jockey Club jurisdiction to issue a notification to the secretaries of race meetings—held under their official rules—asking for certified measurements to be submitted of all the distances used at their respective meetings, and henceforth authorising, by order, the said courses to be measured out (10 feet from the rail) to the exact distance, neither more nor less. With about two exceptions, namely Chester and Ayr, there

is nothing to prevent the suggestion being adopted, exercised, and strictly enforced, which would have the effect of equalising as far as practicable, the position of the draw.

If the structural symmetry of every racehorse was alike to that of the well-known *Ecossais*, little would need to be said of this irregularity which arises in the distances of certain courses. But, to be in keeping with the times, the essentiality of a uniform measurement for the respective races laid down in a steadfast rule in the calendar is much needed.

I have no recollection of the old Stamford races which ceased in 1873, but, relying on that excellent authority on such matters—Mr. George Hodgman—whose retentive memory outrivals the power of the Goddess Mnemosyne—the Stamford race-course had one of the finest straight miles in England. And among other places which have ceased to exist, which possessed splendid courses were Stockbridge and Egham, the races of the latter being held on the “Runnymede.”

NOTE.—I have made suggestions as to the practicability of a straight mile at two of the most successful meetings, viz., Sandown and Kempton Parks (*which see*). It is a matter of doubt whether, according to Part XXIII., Rule 168 ii., most races run at Chester, Northampton, Lanark, and all courses of similar conformation are not open to a very grave question as regards distance, that would culminate in their being declared void. See Leopardstown.

A Most Essential Injunction.



IN these days of such Mammoth Stakes, as are added to the five furlong races at Sandown Park, which involve large fees and big expenses to admit of competitive privilege I see no earthly reason why any single one of the competitors should be dependent, more or less, upon the hazard of the draw for places. To make myself perfectly clear on this point, I have elected to name Sandown and Hurst Park. The Sandown five furlong course in itself, though perfectly straight, is, I

consider, an outline which could be made the fairest and truest of T.Y.C.s, yet in its present form, it has its disadvantages. I submit that, in races such as are contested here, each and every competitor should not have the slightest modicum of his chance of winning destroyed by position; whether drawn No. 1, or No. 21, it matters not, to my mind, one iota. The chances of all should be equal, and not reduced or raised by the advantage of the ground. It is always the case, on the five furlong course at Sandown Park, for the jockeys all to scamper for the right-hand side immediately the “gate” rises. Why is this? It is done obviously to avoid the more severe going on the left-hand. Now, this course is quite severe enough on the easiest (or right) side, but on the stand side it is quite 5 lb. to 7 lb. worse, if not more.

Let us take, for instance, twenty-one starters. From the inside to the outside they would extend the whole width of the course; now, twelve out of the twenty-one runners find themselves on the disadvantageous ground, therefore a general rush across the course happens to gain the easier going. In doing this, a lot of ground must be lost. I therefore submit that the whole length of the course should be overhauled and levelled on its cross-section, which would give a fair and independent line for each jockey to follow from start to finish, no matter whether drawn No. 1 or No. 21.

On a course like Sandown, where there is every facility for such an improvement, this feature of fairness should most certainly not be overlooked. At Hurst Park, the five furlong course is exceedingly unfair, owing to its present outline giving the inside considerable advantage over the others. I submit, again, that it is positively discouraging to race one's horses over such unequal outlines, and more especially where an outline of absolute fairness is not at all impracticable. I contend that on all courses, such as these, the chance of winning is reduced to a lottery, owing to the necessity of the draw for places.





The Management of Race Courses.



It is a geological fact (as propounded by Mr. Horace B. Woodward, F.R.S.) that the character of the soil is due beyond measure to the nature of the underlying substrata.

There is more importance in the care of the superficial soil of race-courses, after being marked out, on naturally formed land than in building or forming an artificial track. Artificial ground can be produced I admit, by the art of man of a soundness fully equal to the oldest of soils, and, as a matter of fact, possesses an advantage over clayey or purely siliceous soil. Race-courses may be formed, if great care is taken in the first instance in the mixing of the parts in order that they may bind thoroughly, by claying (not too much), marling, and liming, with an addition of calcareous loam; but it necessitates a very long-continued course of careful cultivation. It is also very essential to add occasional top-dressings of manure, of soil, and of wood ashes, etc., but rolling with a too weighty machine should be avoided, as the operation is calculated to injure instead of assisting its springy and sound condition, and, moreover, to my mind, has a tendency to cause it to crack. Yet, at the end of the season, if the elements permit, a wooden roller passed over it thoroughly would not do any harm. A little slaked lime makes an excellent top-dressing, where the soil lacks possession of this formation. Peat is another excellent thing to distribute over the ground. On poor land stable or farmyard dung should be used.

The soil of any race-course would greatly benefit from the penning of sheep and the use of roots and cake in the early part of the season, but at other periods they may be allowed to graze all over it. Horses and cattle should be strictly kept from grazing upon them, because their droppings do a considerable

amount of damage, whereas sheep droppings, treadings, and urine are invaluable to the land. You cannot stock race-courses too heavily with sheep, because nothing tends to consolidate a clay soil more thoroughly than sheep.

* * * * *

THE DRAINAGE OF LAND.

No undrained land will benefit from the addition of expensive grass seed and costly manures, because, instead of such means being beneficial, the treatment more or less accelerates the growth of weeds and reeds, yet it is not by any means difficult to turn marshy districts into very remunerative pastures by proper and careful drainage. In point of fact, where water has no escape on land, it simply deprives the soil of the sun's rays, and suffocates it. On the other hand, if the land is well drained, the soil is improved by the entrance of nitrogen and carbonic gases, apart from the ground living in a proper temperature. This all-important question, drainage, should certainly not be overlooked, because it is a fact that, even a porous stratum will become waterlogged if there is no absolutely free escape when inundation occurs, and, no matter how prolific in character land may be, or how perfect its original condition, where it is neglected it will surely become sterile eventually.

The best pipes for drainage purposes are tile or rubble pipes. In heavy land they must not be laid too deep, but must lie near to each other. In other soils this precaution is not necessary in all cases. In order that the water should retain its momentum, the pipes should have plenty of fall, and join the main drain at right angles on a steeper gradient. This prevents them becoming choked.

**ACTION OF
WATER.**

Excess of water conduces to the generation of intense cold in soil, and soil can only be kept in a prolific condition by the observance of these remarks.

Excessive rain is not so very destructive to land provided it sinks and finds a free escape, because it conveys down and imparts the superficial heat which is drawn from the atmosphere, and leaves the ground ready to receive a fresh supply. Moreover, it not only assists it to absorb other healthy properties, but also promotes its fertility and productiveness.

When water becomes inactive, it diminishes the temperature of the soil, and chills the roots of the grasses. I should like to point out at this stage how ridge-and-furrow on race-courses tortures the turf. In the event of a heavy downfall, what happens? I will tell you. The wells of the furrows are covered with stagnant water, while the crowns of the ridges are perfectly dry and taking in the heat of the sun's rays, the furrows, of course, are simply choked, and consequently living in an inactive pool.

It is by research made indisputable that the character of soils is differently affected by heat. Nothing can be more important than the genial heat of soil to the rising of its superficial growth, because soils have a great affinity to warmth and moisture. All soils should be kept perfectly permeable to air, so as to be able to receive accessions of Nature's tonics, the natural and constant aqueduct of humidity, which is obtained by drainage—and drainage alone.

I have subjoined a few examples from Sir Humphry Davy's experiments:—

"A stiff, white clay is very difficult to increase in temperature, even then it has no power to retain it.

"Chalks are similar in one respect only, that is, they resist the action of heat for some time, but they are drier and retain it much longer, and still hold a favourable amount of moisture.

"Black soils and formations of carbonaceous, or ferruginous matter, exposed under similar conditions, acquire a greater heat than pale coloured soils.

"Dark, dry soils, composed of vegetables or animal matter, will cool more slowly than a wet, pale soil, entirely made up of earth.

"The following table of experiments may also prove interesting. The idea was to ascertain the heat-retaining capacity or power of soils in one hour:—

Rich black mould 65° to 88°

Chalk 65° to 69°

"But when the mould was removed out of the sun's rays into a temperature of 62° it lost 15° in half an hour. The chalk lost 4° only.

"Brown fertile soil and a cold barren clay were subjected to a temperature of 88°, after having been dried, and exposed in a temperature of 57°. In half an hour the clay lost 6° and the soil 9°.

"Strong clay is a non-absorbent; it remains as if in a pool, gradual evaporation is the chief means of ridding this moisture. The drains should be laid 9 feet apart, with a good drop at the outlet.

"An equal portion of wet clay, after being heated to 88°, was exposed in a temperature of 55°. In 15 minutes it gained the heat of the room."

There is no doubt that ashes have a mechanical effect in rendering heavy land friable. Nothing will cultivate foul and poor clay land quicker than this expedient. An admixture of lime with ashes also largely benefits clay soils.

If you turn up the turf on down land, the tufts will be found to possess numberless fibrous interwoven roots resembling cocoanut matting. This thick layer of interlaced fibres doubtless gives the turf its exceptionally sound and elastic character. It is noticeable in some districts that patches of a different character arise in the land. This is beyond question brought about through the process of tilling at some early period, so such parts must not be counted in any way inferior in soil, because it is too well known that when once turf is disturbed, Nature takes an unconscionably long time to repair or reform it to its normal state. This is evidenced by the fact that when good herbage once has secured entire possession of the land it has the power of checking the intrusion of all weeds, reeds, or rank grasses. Among the most dangerous enemies to land or plants is *Moss*, and when discovered must be expeditiously exterminated because it robs the soil of all its nourishment. An antidote for its speedy destruction is slaked lime and water well mixed and distributed over the invaded parts.

THE ESSENTIAL GRASSES.

I will now endeavour to deal with what shall be termed the *Essential Grasses*, and much benefit would be obtained by employing them on race-courses in accordance not only with their geological structure but local climatic conditions should also be considered. The best grasses to use are *Festuca pratensis*, *F. ovina*, *F. duriuscula*, *F. rubra*, *Lolium perenne*, *Poa pratensis*, *Alopecurus pratensis*, *Anthoxanthum odoratum*, *Avena flavescens*, and *Cynosurus cristatus*. While among the trefoils and clover seeds are *Trifolium repens*, *T. pratense perenne*, *T. minus*, and *Medicago lupulina*.

Festuca pratensis (Meadow Fescue).—The appearance of this plant is an indication of good soil. It is an excellent grass in strong, deep soil, or low-lying meadows, and even on clay, where it is well drained. It flowers the end of June, and seeds in August, but this should never be permitted, as nearly all grasses deteriorate in nutriment directly they have flowered. It is a valuable grass, more especially for sowing in paddocks, as horses are exceptionally partial to it. Nitrate of soda is a great adjunct to its bulk, although tending to cause it to become coarse.

Festuca ovina tenuifolia (Fine-leaved Sheep's Grass).—This is the smallest of agricultural grasses, having a very dense tuft and narrow leaves. It flowers in the middle of June, and where abundant the district may be considered a good healthy one. The value of this grass for race-course purposes is owing to its dwarfness, and although it would not be advisable to sow alone, it adds much to poor light soil over chalk.

Anthoxanthum odoratum (Sweet Vernal) is a useful all-round grass, coming very early in spring. It gives a constant supply of green leaves, and imparts a delightful smell to hay.

Festuca rubra (Red Fescue).—This grass is distinguishable by its reddish leaf-sheaths. It flowers in June and seeds middle of July. It improves by age, and is a capital grass on poor, dry soils. Although its creeping roots are condemned by some, it is much more succulent in very hot weather and less liable to become burnt up than many other plants.

Festuca ovina (Sheep's Fescue) does well on dry soil, but the real variety is not often used as true seed is generally difficult to obtain, *F. duriuscula* (Hard Fescue) being frequently substituted. In growth it varies in height between the *Tenuifolia* and *Duriuscula*, the latter being, as a rule, a few inches taller. It is a good quality grass; the dark green narrow leaves are highly nutritious and valuable.

Festuca duriuscula (Hard Fescue).—On suitable soils this is a valuable grass, as it forms a dense bottom. Strictly perennial, it yields a useful amount of feed, and is considered a good grazing sort, robust in habit.

Lolium perenne (Perennial Rye Grass).—This plant forms a considerable portion of almost every race-course in the Kingdom, and is perennial under favourable conditions. It stands treading better than any other grasses, as may be evidenced by the gateway of every meadow where cattle have been standing, and is beneficial in checking weeds and in holding the ground while slower growing grasses are coming to maturity.

Poa pratensis (Smoothed Stalked Meadow).—The one great character in this grass is that it is able to resist any amount of drought. It will also thrive in clayey districts, but answers best on light soils. This seed forms a fine sound turf with the power to keep out weeds, etc. Ammonia salts, with mineral superphosphates, make an excellent dressing. (Nitrate of soda is destructive.)

Poa trivialis (Rough-stalked Meadow Grass).—This close ally of the preceding is a useful kind on heavy soils, where it produces useful herbage.

Poa nemoralis (Evergreen Meadow Grass).—Very costly, yet invaluable seed.

Cynosurus cristatus (Crested Dogtail).—A seed which gives an abundance of herbage in dry and compact soils, and on loams with a chalky subsoil. It should be distributed very liberally. As a matter of fact, it is very suitable for any soil. It is well mixed with hard fescue and sheep's fescue. The best manure is nitrate of soda where *C. Cristatus* is used.

Avena Flavescens (Yellow Oat Grass).—A very excellent seed for marl subsoil, where lime is found, also in light land and water meadows. It flowers in mid-summer. This is a very expensive seed and very similar to the wavy hair grass (*Aira flexuosa*), which is a most pestilent weed.

Alopecurus pratensis (Meadow Foxtail).—This blossoms in April and is in full

flower middle of May. It is a marvellously quick-growing grass, with an abundance of leafy herbage. Cold has no effect whatsoever on this grass. It flourishes in a stiff loam and strong soils. It is the best seed for alluvial meadows if well drained, as too much moisture will rot the roots. It is not advisable to employ this seed on dry soils. A very expensive grass, and sometimes *Timothy* is given in its place. Although a vigorous grower, its value as food is well known, while in conjunction with other varieties, and in suitable proportions, it is of great help in the formation of a useful turf.

Trifolium repens (White or Dutch Clover) is, on account of its diminutiveness which renders it practically useless for cutting, a suitable constituent for race-courses. All cattle eat the herbage with relish, and it is largely used by farmers, especially in Norfolk, for ewes and lambs.

Trifolium pratense perenne (Perennial Red Clover or Cow Grass).—A valuable plant, equally suitable for temporary or permanent grass lands. Withstands drought, and yields excellent feed.

Trifolium minus (Yellow Suckling Clover).—A dwarf variety, forming a thick mass of herbage and, although an annual, it possesses the characteristic of seeding itself down every year. In droughty weather, however, it has the tendency to turn yellow, as it is not possessed of a deep tap-root.

Medicago lupulina (Yellow Clover, Trefoil).—The one objection to clovers on race-courses is that they have a tendency to confine too much of the soil superficially, and prevent the smaller leaved grasses making any favourable growth. Yet there cannot be much harm done in adding a little trefoil to mixtures, as it helps to form an elastic turf. It thrives wonderfully where there is lime in the soil, and clay marl. The best manure is that made up of phosphoric acid and potash, and vegetable ashes feed it well, but not green manure. This trefoil must not have too much possession of the land.

In closing these remarks, I strongly advise before ordering your mixture an interview with a grass seed expert, and an exact character of the ground to submit to him. The preparation of a suitable seed-bed, sowing, and after treatment of the young grass are important points which demand expert opinion.

I herewith append an interesting table of experiments:—

THE KIDMORE EXPERIMENTS WITH MANURES ON GRASS LANDS.

By MARTIN J. SUTTON.
(SERIES B. YOUNG PASTURE. 1886-1890.)
THE SUMMER HAY-WEIGHTS.

No. of Plot, and Nature of Manure.		Cost of Manure per Acre.	1886	1887	1888	1889	1890
		£ s. d.	Tons cwt. qrs.	Tons cwt. qrs.	Tons cwt. qrs.	Tons cwt. qrs.	Tons cwt. qrs.
No. 1.—Unmanured		—	1 11 3	1 13 0	1 7 0	1 8 1½	1 9 3¾
" 11.—Unmanured		—	—	1 6 1	1 1 0¾	1 6 3¼	0 19 1¼
			Manured	Not Manured	Manured	Not Manured	Manured
" 2.—1 cwt. Sulphate of Ammonia		0 14 0	2 5 3	1 8 1	1 13 2	1 2 1¼	1 5 2¾
" 3.—1½ cwt. Nitrate of Soda		0 16 3	2 10 0	1 9 3	1 15 2¾	1 6 1¼	1 11 2
" 4.—3 cwt. Superphosphate of Lime and 2 cwt. Kainit		0 15 9	2 4 2	2 2 0	1 10 3¼	1 8 2¼	1 12 0½
" 5.—1 cwt. Sulphate of Ammonia and 2 cwt. Kainit		1 0 0	2 6 3	1 8 2	1 14 3¼	1 7 1	1 10 0½
" 6.—3 cwt. Superphosphate of Lime, 1 cwt. Nitrate of Soda, and 2 cwt. Kainit		1 8 9	2 11 3	1 14 0	1 14 1½	1 7 1¾	1 12 0½
				Manured	Not Manured	Manured	Not Manured
" 7.—4 cwt. Basic Cinder, 1 cwt. Nitrate of Soda and 2 cwt. Kainit		1 1 3	Experiments on Plots Nos. 7 to 18 were not commenced until a year later than Experiment on Plots Nos. 1 to 6	2 0 2	1 5 2¾	1 17 3¾	1 10 0½
" 8.—10 tons Farmyard Manure		3 0 0		1 17 2	1 14 3¼	1 14 2½	1 4 3
" 9.—5 cwt. Decorticated Cotton Cake		1 15 0		1 19 1	1 4 1¼	1 15 2	1 9 0
" 10.—3 cwt. Peruvian Guano		1 1 9		1 16 3	1 3 1¾	1 16 1½	1 2 1¼
" 12.—4 cwt. Basic Cinder and 2 cwt. Kainit		0 10 6		1 14 0	1 6 1¼	1 12 1½	1 4 3
" 13.—4 cwt. Ground Coprolites and 2 cwt. Kainit		0 16 6		1 17 0	1 4 2¼	1 12 0½	0 18 3
" 14.—10 cwt. Gypsum		0 15 0		1 8 2	1 4 3	1 11 2	0 16 1¼
" 15.—1 cwt. Nitrate of Soda and ¾ cwt. Muriate of Potash		0 17 6		2 4 3	1 13 0¼	1 19 3	1 13 0¼
" 16.—3 cwt. Dissolved Bones		0 18 0		2 4 3	1 14 1½	1 18 1½	1 14 2½
" 17.—3 cwt. Boiled Bones		0 18 0		1 15 1	1 8 3¼	1 11 3¼	1 13 2
" 18.—3 cwt. Raw Bone Meal		0 17 3		1 19 0	1 7 2¾	1 11 1	1 11 3¾

Extract from 6th Edition of "Permanent and Temporary Pastures," by kind permission of Mr. Martin J. Sutton, F.L.S., Henley Park, Oxon.

It is a pleasure to acknowledge, with an expression of sincere thanks, the very courteous assistance on various points I have received from Mr. Martin J. Sutton (senior partner of the Reading firm), who, as an authority on the subject of soils and grasses has no superior, and all whose interest is in the cultivation of grass pastures should secure his volume on "Permanent and Temporary Pastures."

The Perambulation of Courses.



It is the rule in marking out a race-course to take a mean measurement through the centre of the entire width, and indicate the respective starting-posts accordingly. Of course, on all outlines perfectly straight it is unquestionably the correct and only way. Now, let us take such places as Chester, Lanark, Ayr, Pontefract, Northampton, Alexandra Park, and such like, and we shall find that the question will open up a very keen line for argument as to the fairness of such a system, because racing over the above-named is more or less a lottery, dependent on the draw for position. That is all very well! But it leaves those drawn on the outside practically out of court, furthermore it is not fair, as I will endeavour to explain.

We will take for example Chester (*see* Chester, Kempton, Manchester, Haydock, etc., for the facts). The Cup Course necessitates two complete circuits. The width varies from 61 to 98 feet; the measurement is taken, no doubt, from the centre of the 61 feet. This leaves a space of 30 feet between the horse drawn No. 1 and the horse drawn No. 9.

Assuming, of course, irrespective of the number of starters, that most, nay, the whole of the field is well inside this space during the greater part of the race, it will be gathered by referring to the places named that the animals on the rails are not covering, within yards, the prescribed distance, and considerably less than No. 3 or No. 4.

I remember, on one occasion, Captain Quin being the victim of some very sharp practice at Leopardstown. The operators were evidently bent on a win, tie, or a wrangle. The race resulted in the latter over the measurement of the course. The case was investigated, but the strategy resorted to succeeded in having the race declared null and void, which, I believe, mulcted Captain Quin in a big sum of money. I quote this as an eye-opener to the importance of this chapter.

I submit that most of the advantage of the draw could be easily modified so as to reduce the chances of all to a modicum of equality.

Supposing a mean measurement was taken, we will say 10 feet from the rails, should we not have the races run over, as nearly as possible, the proper distance, instead of the measurement in the centre which 95 per cent. of the field avoid soon after the start; *par exemple*, at Chester, in the Cup, the horse on the rails covers 140 yards less than the third or fourth from the rails. On the mile course is a difference of 68 yards. Now, if the courses were measured as suggested, this advantage could not happen. Secondly, it may leave an opening for another Irish quibble.

Why not emulate the Indian custom? There they measure a few feet from the rails, which certainly affords more equal terms, and a much fairer method than our own. And why not? If we take races on round courses, how many occupy the centre of the course? The instant the "gate" rises every jockey judiciously makes for the rails, and adopts the hugging tactics. *Ergo*, why not mark out the course on the ground over which the horses race, instead of over that portion which is more or less unused, and leave the advantage of galloping any other than the prescribed distance inevitable.

Some will remark, probably: Why heed such suggestions? Why alter a system that we are accustomed to? And why go out of our way to advocate these changes? But, before such shortsightedness is allowed to prevail, let the changes be examined, which will reveal the inconsistency and incompleteness under which racing has hitherto been governed.

Dr. Samuel Johnson once told Sir Joshua Reynolds, "If a man does not make new acquaintances he will soon find himself alone." By following this philosophy I am endeavouring to show that our national pastime requires fresh principles of formulation in order to establish a thorough method. Ideas should

be interchanged and not stored up in the recesses of the mind until they become rusty and inoperative. They should be kept by daily impulses intensely poised, and ready at the right moment to be launched.

As a matter of common-sense and expediency, it is necessary to revolutionise old practices—especially where they are defective. What I am advocating is a system which will make our attitude in the racing centre, as it is in our National departments, impregnable and unapproachable to all comers.

P.S.—I have endeavoured to ascertain from the secretaries of the respective meetings how their distances are measured, and, with few exceptions, the general reply has been that the mean measurement is taken along the centre of the course.

When the above remarks have been sufficiently digested, there is one more point, in regard to racing on the rails, as to which I should like to express an opinion.

By personal observation I have seen most of our jockeys make for the inside berth on circular courses, in fact, join in a sort of general scamper for that position. I submit this to be a great mistake, unless you are riding a horse like *Pellisson*, who is capable of keeping up the required turn of speed from start to finish, the leading inside berth is most advantageous, but otherwise

it is against you, because the jockey riding an animal without this qualification is forced to keep pressing his mount in order to retain his position. What is the result? It is this: that when the distance is reached the animal is completely pumped and unable to finish the race. In proof of this, *Carabine* won the Chester Cup through judicious tactics; *Congratulation* was raced to a muscle-bound condition, and lost the race. It will be held that she made all the running and won the Great Metropolitan in a canter in 1902. True enough, but the courses are diametrically opposite in outline. (See Notes on Chester.)

I have seen "Morny" Cannon at Chester on more than one occasion drawn No. 1 in the mile race—I believe on Mr. F. Alexander's *Quassia*—but he invariably took no advantage of the position, by pulling behind the whole field, yet, I may add, he won on each occasion, and at the proper place—viz., the winning-post. Again, at Derby, in 1902, on *Maori Chieftain*, by *Amphion*—*New Zealand*, did this most finished horseman display equal judgment, which was followed by quite reversing these tactics on *St. Maclou*, at Manchester, the following week, by making the whole of the running with 9 st. 4 lb., 1½ miles, and winning a very clever race indeed. I am proud to state in these pages that in Mornington Cannon we possess a horseman with exemplary judgment for race-riding, and, as a jockey, a model to the English turf.



The Protection of Race Courses.



It is not without regret that I mention instances of the lack of proper care and surveillance in regard to our race-courses, all defects being so easily remedied, even if a little expense be involved. However, I venture to subjoin a few suggestions, and whether they are met with any degree of approbation or not at first, I submit that, when given a trial, they will evoke a general chorus of approval.

(A) No horses to be allowed to exercise on the racing-ground of any course at any time. For the exercise of horses during the respective meetings a piece of ground should be marked across the open space or body of the course, or a course should be lined inside the actual race-course.

(B) A thorn harrow, with a light roller in front to be used over the ground both before and after racing, and, where practicable, the roller should be taken over the cross-section. This would do an infinite amount of good, provided, of course, that the herbage has been kept low down, but, previous to using the harrow, care should be taken that all the loose lumps of earth are replaced in the holes caused by the horses' feet. Where this is overlooked the harrow would break up these tufts of earth and distribute them, leaving great holes all over the course. A lot of trouble perhaps! but if the holes are unfilled, what is the result? I will tell you. The land becomes unstable.

(C) Nothing of a very heavy nature should be taken over the ground in a very dry state, but after a little moisture a strong bush harrow should be used over the reverse way of the running and with equal precision the crossway of the course. Preceding this operation the filling up of all the holes is necessary.

(D) During the hours of racing a staff of men should be employed at certain intervals to replace the loose tufts of earth which have been dislodged, but every attention being paid that they are replaced with the grass uppermost, then with a light wooden rammer well pressed into the holes. Some loose mould with a seed mixture will do a power of good. The men or boys placed at stages, and directly the horses pass them this repairing process should begin.

(E) The above applies to flat-racing.

(F) On steeplechase and hurdle-race courses I more strongly advocate these suggestions to be strictly followed. One man would be sufficient to attend to three fences, as half an hour elapses between the races, ample time is offered to repair the ground on both sides of the fences. This is very essential indeed in bad weather.

The Proposed Edinburgh Park Club.



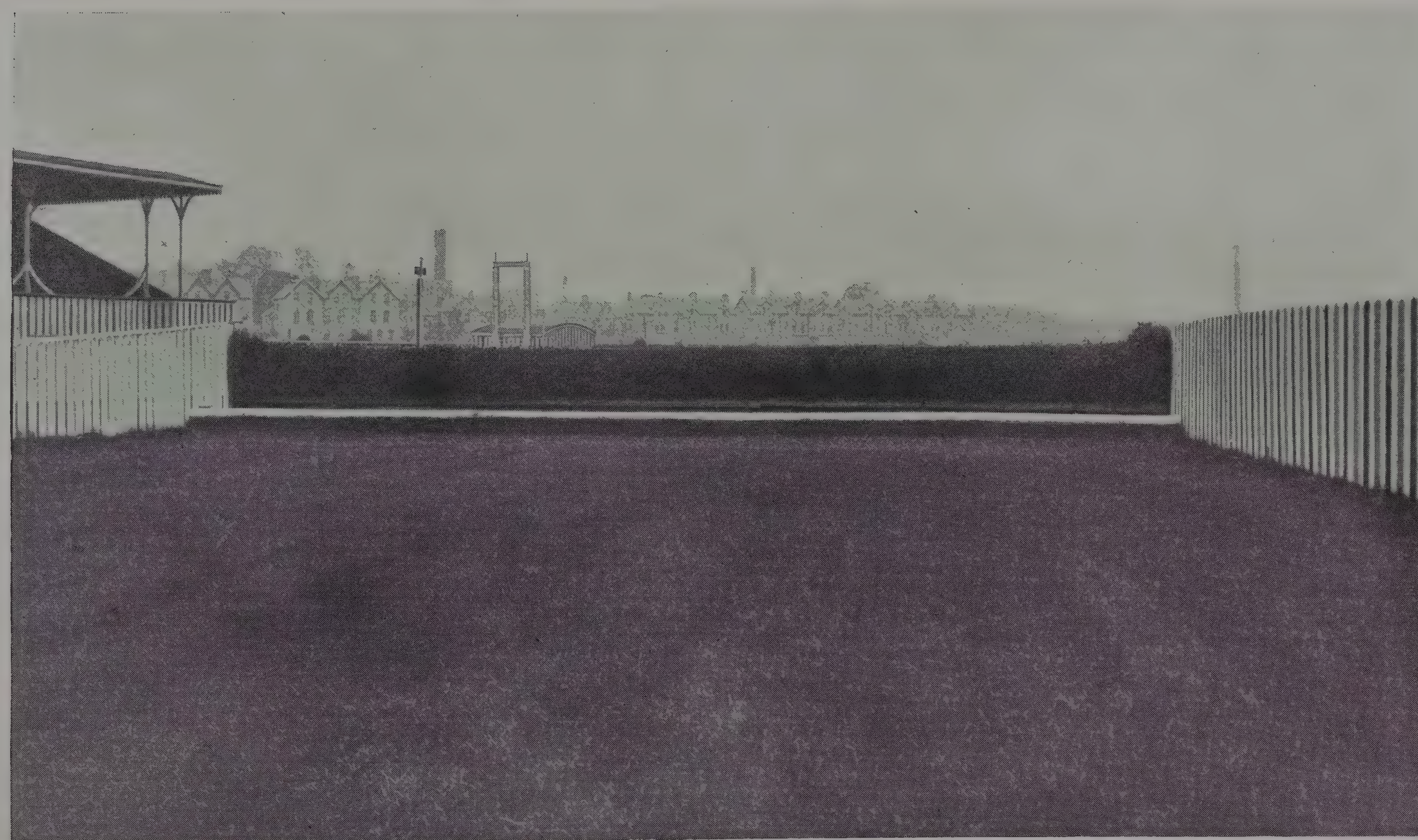
R. ROBERT L. URQUHART, the promoter of this new undertaking would seem to have taken a step in the right direction when he secured (as he has done) a good site and the support of some influential gentlemen for the establishment of an enclosed race meeting in Scotland to be conducted on the up-to-date principles which prevail at Sandown, Leopardstown, and New Phoenix Park. No disparagement, of course, with regard to the meeting at Western Ayr, but, since the Hamilton Park lease may not be renewed, which would deprive the Scottish sportsmen of twelve good days' sport, and the Musselburgh meeting, which certainly does not provide everything essential to the popularity and success of the present-day race-meetings, there appears to be a splendid opening for the project in view. The course will be three miles from Edinburgh, on the main line between Glasgow, on a secured site of 159 acres of good grass land, most suitable for the purpose, with every railway facility, as Laughton, Pinkhill, and Corstorphine Stations are within easy distance. The North British Company purpose erecting a station and horse dock close to the course, on which there will be stabling for eighty horses. The Edinburgh tramcars also run past the entrance gates.

The outline of the course will take an oblong shape right-handed, $1\frac{1}{2}$ miles round. There is a straight mile available by simply covering over a roadway. The five-furlong course is perfectly straight and true. Its shape affords a good half-mile gallop on the far side, with a run-in of about 500 yards. The area also provides for three distinct courses (as at Manchester), viz., Flat track (outside), hurdle (intermediate), steeplechases (inner), and with its general conformation being flat and slightly undulatory, there should be every hope that Scotland will yet possess a fixture on all fours with any in the Kingdom, and quite in accordance with the Jockey Club and National Hunt Club's regulations.

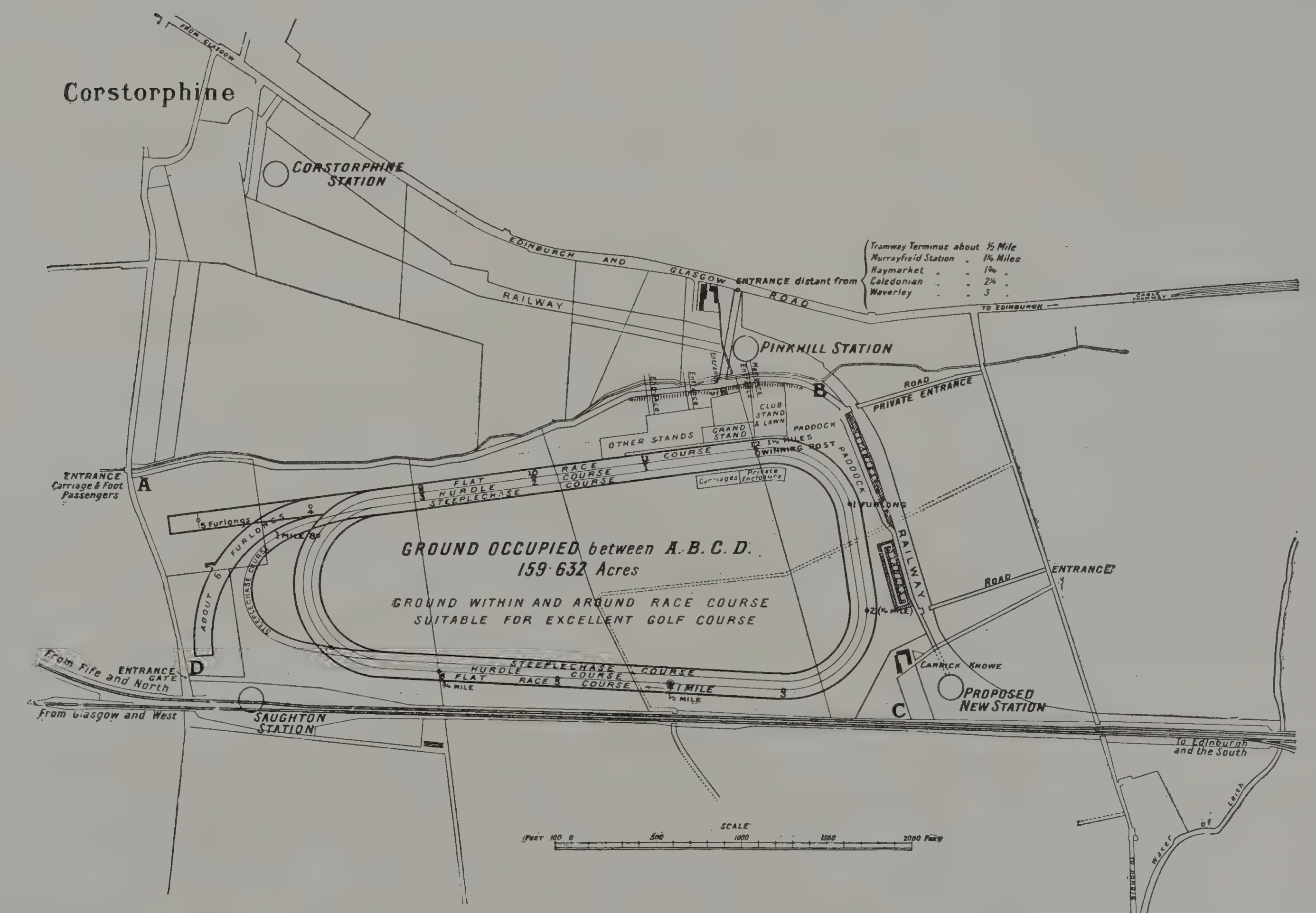
If the present architectural designs are to be carried out, something quite unique will be introduced in the way of race-stands. Another feature which should add largely to the success of the enterprise is the National Scottish Derby Stakes of £1,000, for horses entered in the English Derby.

The unsparing energies of those gentlemen concerned in this affair is evidence of a future Sandown beyond the Cheviots and the Tweed, which will, I feel sure, not be overlooked when the Stewards of the Jockey Club are asked to consider the advisability of granting a new licence for the founding of a meeting in Scotland on the lines of an Ascot in miniature—an undertaking I strongly advocate.

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How Courses should be Guarded.



It has been only by the blessed work of Providence that many very serious disasters have not long ago occurred on our race-courses. When one pictures in the mind's eye the eager exultation of the crowds which throng the railside at almost every meeting, the ungovernable excitement with which the nature of the multitude is worked up, and in which their very selves are for the nonce absolutely enveloped one stands amazed. The manner in which they also acclaim their enthusiasm for anything popular in one accord has to be seen to be believed; straining as they do every ligament in their whole anatomy to catch a glimpse, even at the very hazard of their lives, of what in all probability they cannot properly appreciate. Yet such is the influence of British sport, and such is the characteristic of the British people—and as such may God preserve them.

Now, what I propose is that an alteration be made that would prevent anything of the kind taking place, as follows: At each and every meeting, where it is known that crowds do congregate on the rails to witness the races, that another rail be placed say four or five feet from the rail which guards the course. This would also prevent any recurrence of policemen being knocked down, as has been known to be the case on several occasions, while they could discharge their duties, and keep order precisely equally well by pacing up and down between these rails without having to go upon the course at all. Furthermore, the public, being kept back from the track would have a much better view of the races. The last and not least reason why this alteration should be introduced is for the consideration and protection of our plucky little fellows who ride as fearlessly and regardlessly into the very teeth of this danger, as if it did not exist.

It is not necessary for me to recapitulate cases, for I am sure that they are too painfully remembered; and how often our strongest of jockeys have experienced trouble with their mounts owing obviously to the animal's inclination to hang away from the sea of human faces and the Babel of voices which

prevail at many places, it is unnecessary to mention. Personally, I declare it to be really not only an essential but an absolutely necessary addition to our race-courses, for the betterment of the sport, and as a safeguard against any unseemly accident, or recurrence of the past, or even fatality that might arise beyond the power of chance to prevent, which, I venture to say, if done, would have the united approval of everyone connected with racing.

The British Public are a very law-abiding community, yet, if you allow them an inch they will not hesitate to trespass an immeasurable distance; therefore, whilst I am on the subject, attention shall be drawn to the liberty that is allowed the British Public at steeplechase meetings to collect at the fences, particularly at Kempton Park, Sandown Park, Windsor, and Hurst Park. And I have good reason for saying that the concourse of people who gather at either side of the "brook" at these places has caused many a horse to fall or falter. Surely something could be done to keep the people at a reasonable distance from the obstacle, without depriving them of their privilege to see what is to be seen.

"To be forewarned is to be forearmed," and so sure as the "Eagles' droppings prove the peak" so sure will some appalling trouble arise ere long unless some precaution is taken to prevent it, as is now most strongly advised.

As matters stand, it is especially difficult for apprentices and young jockeys to keep their mount from swerving, and I have myself been an eye-witness when a bad accident, which would have been due entirely to the noise and confusion caused by the excited crowd, has been avoided by the narrowest of margins. In this detail, which may be looked upon as minor, I will not press for my suggestion to be acted upon before it is supported by those probably better qualified to judge. Let the leading jockeys be interrogated, and their views taken on the question. I feel as I am writing these very words that their agreement would be unanimously in favour of the alteration, denouncing the present system as being positively dangerous.

The Utility of Timing Races.



O speculate with any degree of assurance on the future, it is politic to review the past, and, in doing so, it is wise to pursue the common-sense theory of meeting experience with experience.

To "take time by the forelock" is a very ancient precept, but, in this particular case it is due to the fetlock, to ascertain what a ratio of speed is capable of disclosing.

In America it is a custom, which has existed for a long, long time, to register the time, at each furlong post, of each race at every meeting. In speaking of our colonies, I must add my indebtedness to Mr. Byron Moore (Secretary of the Victoria Racing Club) for the illustration of the chronograph used there, and shown on another page. The price is £225. This instrument, he informs me, is placed in a prominent position on each course, and, as a matter of fact, it is hung immediately behind the judge's box, which fully illustrates the method employed by the Colonials, and, coming as it does from such excellent authority, will bear reciting. An electric communication is arranged between each starting-post and the judge's box. The operator at the post starts the instrument, while the operator at the winning-post strikes the button and registers the time as the first horse reaches the winning-post. You see how admirable is the arrangement in the Colonies for this purpose, yet, in England, it is merely conjectured; in fact, the subject is simply burlesqued, whereas abroad it is countenanced as an important assistant in the education of the racehorse.

In the spring of the year 1900 the author of this book popularised the general "timing" system in England, and was engaged on the staff of one of the leading London daily sporting papers as a special correspondent for the provision of this specific news. After two years the editor, or proprietor, made an excuse to dispense with this extra charge on the revenue of the paper, so the work of registration was imposed upon another of the papers' correspondents

(whose hands were full of other work) in order to save the expense of this exclusive news. I feel bound to say, without the slightest feeling of prejudice, that if we are to have our races timed, for the sake of consistency let them be timed by an efficient operator not occupied in any other capacity. It is expedient that the operator should be entirely free from other duty from the period of the horses' arrival at the post to their appearance at the winning-post. I speak from practical experience, and with full knowledge of the means by which the *timing* of races can be registered with any degree of accuracy, but I certainly cannot countenance the method by which I have observed this news is obtained.

I remember reading in one of the Birmingham papers some shallow and narrow-minded remarks on the subject. The sentences contained no point whatsoever to help the reader to discover what was really meant by the drift of such un-English balderdash, other than that it exhibited a very spiteful feeling towards someone, and certainly displayed great want of knowledge. The writer of the above notes I know to be a travelling correspondent. He will find, if he were able to digest Nathan's parable, *Mutato nomine de te fabula narratur*.

However, since the adoption of the system, there have been no small proportion of trainers and others using the chronograph, and timing their acting interest, and much discussion is current on the subject. Personally, in a measure, which I shall hereafter explain, I am a great advocate of the chronograph, when the instrument is a good one, and in the hands of an efficient operator. Time must be registered from vision in place of sound, or even by proxy, as I have repeatedly seen it taken. What I mean is this, that no human power can accurately describe "fifths" of a second by communication, orally or otherwise. Furthermore, it requires one's self to be entirely concentrated in the work, without in any sense being pre-occupied. It is a most tedious duty to time races officially. Both the start and the finish must be clearly definable by the operator,

while his position must be immediately in a line with the post, or as nearly so as practicable. I say this, and say it more as an incentive to remedy an imperfect method than anything else, that it is impossible to time a race with accuracy in a close finish, at an obtuse angle with the winning-post.

Let us reason a while with the subject. Firstly, I ask any experienced and unprejudiced person to express, and to express with proper emphasis and full knowledge of the point in question, his opinion of its results and relations, and compare them with the following, for we must not allow anything to escape.

Everyone who saw *Leisure Hour* beat *Northern Farmer* two lengths at Newmarket (6 furlongs), Bretby Stakes Course, in 1 min. 15³/₄ sec., will agree that the second should have won, and was very badly ridden, however, at the second July (same year, 1901), *Leisure Hour* proved it to be true by running the Exeter Course (6 furlongs) in 1 min. 13 sec., equal to over 18 yards per second, while *Northern Farmer's* best time, as a four-year-old, is 1 min. 12³/₄ sec. *Zanoni's* race with *Star of Hanover*, at New Barns, Manchester, was a splendid piece of work as regards time. The former conceded 2 st. 3 lb., and ran second in 58³/₄ sec. *Star of Hanover* winning in 58 seconds dead, nearly 19 yards per second. Another very fine performance, and it would be impossible to quote a clearer evidence of fact. *Waterhen*, 6 years, 8 st. 11 lb., and *Egmont*, 3 years, 7 st. 8 lb., in the Princess of Wales's Handicap, at Kempton. Previously, *Egmont* had covered the Rous Course with 7 st. 7 lb. in 1 min. 1 sec. Now, *Waterhen* was asked to improve upon this excellent speed, which she succeeded in doing after a most terrific finish, by a neck, in the record time for this course, viz., 59³/₄ sec. *Santoi* and *First Principal's* race at Brighton may also be cited as a proof. They met at even weights, 1¹/₄ miles, the first-named won a head, time, 2 min. 4¹/₄ sec., equal to 18 yards per second for 2,200 yards. Afterwards *First Principal* carried 7 st. 7 lb., and ran a good horse to the T.Y.C. post in the Cesarewitch, and won the old Cambridgeshire, the most severe 1 mile 240 yards in existence, in 2 min. 4³/₄ sec. *Santoi* holds the record across the flat, viz., 2 min. 8³/₄ sec., equal to 17 yards per second. *Diamond Jubilee*, 9 st., 2 min. 9³/₄ sec., and *Disguise II.*, 8 st. 9 lb., 2 min. 8³/₄ sec., are perhaps better performances.

Also *Sirenia*, in the Jubilee, 2 in. 5 sec. Yet in the face of these facts, it was a general opinion that *First Principal* was outclassed in the City and Suburban, with 7 st. 6 lb., which he won in hollow style in 2 min. 7³/₄ sec. Now, we will analyse *Lord Ernest* and *Stealaway*, at Newmarket, 1902. The former raced *Bewitchment* to a short head at Doncaster (6 furlongs), time, 1 min. 12 sec. He also discounted a big field with 9 st. 3 lb., over 7 furlongs; time, 1 min. 25 sec. equal to 18 yards per second. He gave *Stealaway* 1 st. 11 lb. in the Autumn Handicap (Dewhurst Course, 7 furlongs), and was beaten by half a length; time, 1 min. 25 sec. So you see, had *Lord Ernest* been able to have improved his speed one-fifth he must have won as the race was run. The chronograph again prove the umpire with reference to a race with *Water Violet* and *Encombe*. Those present opined that "Kemmy" Cannon rode a bad race, conceding 15 lb., beaten a neck; time, 1 min. 0¹/₄ sec. Now, oddly enough, the form was true, because *Water Violet*, at Gatwick, with only 7 st. 7 lb., occupied 1 min. 1³/₄ sec. over 5 furlongs, while *Encombe*, with 7 st. 7 lb., won the Criterion (6 furlongs) in 1 min. 17³/₄ sec., in rather bad going. This is pretty conclusive that the watch is not to be altogether ignored.

The most striking instance to which one can refer, in which "Time" would have acted an important part, was the erratic form of that popular equine trio known as *Lollypop*, *Trappist*, and *Ecossais*. And would it not have been interesting to learn the various ratios of speed existing among such horses as *Minting*, *Isonomy*, *Bard*, *Springfield*, *Mowerina*, *Signorina*, *Grig*, *Ugly*, *Peter*, *St. Simon*, *Gallinule*, *Martini*, *Hackthorpe*, *Worcester*, *Bendigo*, *Foxhall*, *Tristan*, *Yard Arm*, *Blairfinde*, *Jannette*, *Thebais*, *Iroquois*, *Donovan*, *Isinglass*, *Grey Leg*, *Amphion*, *The Abbott*, *Wheel of Fortune*, *Ruperra*, *Petronel*, etc.?

I submit that, while the subject matter is improvement and reform, nothing should be doubted until it has been broken to pieces on the anvil of experiment. Descartes was a man who doubted and questioned everything, and he did not cease to live in that element of mistrust until he had grown to doubt himself.

There is no questioning the fact that our trainers understand themselves, each in his own particular way, and, of course, very differently. Yet they agree

in many particulars! Nevertheless, I feel certain that more reflection would bring them together into a channel with a perfect flow of thought and wisdom. *Imprimis*, there is one thing in the development of the thoroughbred, that no advantage is gained by allowing others to forestall one's ideas on the subject.

It does not call for the philosophy of Plato, or Leibnitz, to determine any systematic results of this nature, and, as the old Roman laws were subjected to repeated modifications, so, too, must it be prudent to keep the same reflection in view in dealing with other affairs. If one holds a theory that has remained undisturbed for generations to be unassailable, then I submit that a problem is proposed which it is not in one's power to reduce to any reasonable quotient, unless the intrusion of other existing views is destroyed, a process which, I contend, it would, in many cases, be exceedingly unwise to follow. Instead of destroying a new faculty, possess it and thoroughly examine it under the microscope of the curious, because all analysis is beyond the reach of apprehension, until it has been submitted to a practical and proper test. I am not so inexperienced as to assert that, in a speculative point of view, the chronograph is of much avail, yet, in a measure, where such instances of fine finishes arise, as are herein stated, a keen observance of the same would result most favourably. As regards the trainer, I contend the chronograph to be of inestimable service, to which I attach its more important value. It is not of the least value in the duty of handicapping. A trainer, as a trainer, may be everything his duties call for, yet it is impossible for the human eye to detect and judge with correctness and security the pace of a gallop, especially where horses are exercised alone, or with other much inferior in class. The instrument must be a good one, and carefully manipulated, otherwise the effect is dangerously misleading.

The method of *timing* which exists abroad will compel the English to favour it eventually when the sporting scribe will follow suit, as is his wont. There are four reasons why we should regard everything as useful until proof to the contrary is forthcoming. Firstly, the growing of thoroughbred importation; the ambition to race in England; the helter-skelter mode of Yankee riding; and, lastly, the efficiency of the American trainer. I venture to submit that these

reasons alone should prompt us to adopt methods in agreement with others, instead of waiting until the exigencies of foreign ideas compel us to practise, and follow their teaching. And why not? Their knowledge is equally as clear as our own—perhaps more so—where the salient feature in the racehorse is in question, viz., physical development. Furthermore, there are certain prejudices held up against alien horses. Why this should be I am at a loss to know. Are they not all bred from the same stock? As a point of fact, *Glencoe*, who sired *Pocahontas*, the dam of *Stockwell* and *Rataplan*, is the very backbone of the American bloodstock.

Although the idea is foreign, it is marvellously progressive in its principles, and practical appliances will alone tend to straighten its advantages, and upset the existing unfavourable dogma which gives it a sinister position in England. I conclude these remarks with the hope that the system will be more consistently adopted. All the world is athirst for novel ideas, and it is only those who do not suffer themselves to become dazzled by or indifferent to things, but devote themselves to that from which something may emanate, who attain any measure of success. Some results may prove barren, it is true, yet experiment is the parent of success. Experience under the edict of hypothesis has been shown to be worthless, which is supported by Lord Brougham's wisdom, viz., "The framing of an hypothesis is not the discovery of a fact"—had he followed this philosophy he probably would not have blundered, as he was known to do. I take the following as a passage which will not be misplaced here. Lord Rosebery once said, "The spring time may furnish the wanton lapwing with another crest, or produce a livelier iris in the burnished dove, but it finds the Opposition ransacking its cupboards for new phylacteries and its vocabularies for obsolete shibboleths."

During my engagement as official timekeeper on the *Sporting Life*, I used a split-second chronograph, supplied by Messrs. Kendal and Dent, of Cheapside, and in fairness to them, I must add that of all the centre-second chronographs that ever passed through my hands none registered with more perfect precision than theirs. It was, considering the daily hard usage it bore throughout twelve months' racing in all conditions of weather, a most perfect instrument.

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The Infringement of Rules.



REALLY as I regret the assertion, I really believe there to be an absence of progressiveness amongst those directly connected with racing in regard to our race-courses.

If racing in England is to be organised into a standard of reputable recreation, all those gentlemen who have the jurisdiction of meetings within their grasp must have the welfare of the sport at heart, apart from the personal interest in other departments, and follow the advice of Locke by "cultivating the habit of looking on both sides of a subject."

Let us deal with practical facts, and not with transparent theory, by patient investigation, which is the policy I urge, and seek to establish; for the attention of everyone has yet to be awakened and indelibly riveted before the importance of a thorough knowledge of our race-courses can be made intelligible. Sydney Smith said, "Some people must be trepanned to be convinced," but I am not prepared to charge the community of Beings in question with such crass and stupid obstinacy, because I know that they are ever willing to conform to any new regulation which the legislative administrators of the turf deem it advantageous to introduce in the way of reform. Although the Executives are powerless to oppose, and bound to observe any law emanating from that body, they are confronted by one difficulty, viz., the interest of their audiences.

This point arises in complying with the straight mile. For instance, unless some specific reason can be shown why the *straight mile* should be imperative (presuming, of course, that it was instituted in order to obviate the advantage of position on many courses), I submit, in the interest of everyone that, where the compliance with the rule destroys the view of one-third of the race, permission should be given to run over the round course, which would provide a coign of vantage from which to keep the race in full view the whole way, a point much appreciated by owners and trainers. This, to speak more colloquially, would give the B.P. "value for their money." But where the straight is practicable the rule should be strictly enforced.

In dealing with the subject of this chapter, I am fully alive to the arduous and difficult task set the Stewards of the Jockey Club to meet the different requirements of the many race-meetings. That they are actuated by the highest and purest motives in dealing with all matters that come within their jurisdiction their well-known reputation for fairness, intelligence, and integrity leaves no manner of doubt. At Newmarket all rules are observed as all rules should be, with every strictness, and in order that that same observance should prevail elsewhere, a penalty is obviously necessary to prevent any slackness in this direction; and a very effective penalty would be to reduce the number of fixtures where the rules were violated or contravened. These views may be denounced, perhaps, as being meddling and officious, but they will nevertheless be found to be very practical and most essential, because every decade, or even more frequently, there is presented to us new material for instruction, which must be secured if we hope to hold our own and keep abreast with the times.

An order was established by the Jockey Club some time ago, as follows: "All new courses should provide a straight mile." Personally, I know how far the letter of the order is obeyed, yet, if the Stewards make themselves responsible for anything, they should also be equally responsible for its observance, and should not allow any executive to override their injunctions; for that is what it practically amounts to. Let us take Hurst Park, for instance; there we have what is financially, no doubt, a going concern, and with a bigger prospect looming in the happy future. There they have a straight mile less about 38 yards, which represents a complete angle, yet by shifting the judge's box, the exact distance could be obtained (as at Lingfield). Perhaps, as matters stand, the mile race on the round course is better from a spectator's point of view, because the race can be viewed from start to finish, whereas on the straight course the first three furlongs of this mile is shut out by the curvature and conformation of the course. And, again, may I ask how far is this condition observed at Birmingham, where there is an excellent straight mile, and the full distance clearly viewable? On some courses I know it to be more or less impracticable, owing to a high road running vertically at either end with the course; but where this does not happen, I submit that there should be no limitation to the acquisition of land in order to act conformally with the above order.

The Descriptive Geology of the Area of Race Courses.



LONDON CLAY was so named by W. Smith, in the year 1812. It consists of stiff, brown, or slate-coloured clay, containing layers of cement stones, or nodular masses of clayey limestone, known as "septaria." It underlies the Thames valley—gravel near London, and the Bagshot sand, and is sometimes of a loamy character. The base comprises green and yellow sandy beds, with pebbles sometimes cemented into hard stone by carbonate of lime.

The soil which overlies this stratum is usually thin, and apt to become slushy in bad weather, and in very dry weather it is very liable to fissure, and to display large cracks. It varies over the country in thickness from 5 feet to 500 feet, and abounds in fossils in some districts. Among the most remarkable are the birds described by Sir Richard Owen. This substance is a marine formation.

Weald Clay was a term employed by Conybeare, in 1822. It is a stiff substance, mostly found in low-lying and gently undulating districts. It comprises clay and shale, of a bluish-brown colour, with sometimes shelly limestone, thin layers of sand and sandstone. Here and there it is covered with thin superficial deposits of loam and gravel. It forms variable land in wet weather, and during heavy rains is apt to become flooded, if very low-lying. In dry weather it will crack, however thickly it bears herbage. Horsham stone is locally found inter-bedded in the lower strata; this is a bed of calcareous sandstone, which can be made into slabs for paving purposes.

The Weald Clay runs to 1,000 feet in thickness. Hop yards thrive well on it, yet it yields a poor land, much of it pasture. Fossils occur in variety, though not as a rule in abundance.

Boulder Clay belongs to the glacial period. The term is applied to beds of a clayey or loamy nature containing large and small fragments of all kinds of

rock. It is a tough substance, and in the Eastern counties it contains pebbles of chalk and flints, with a variety of stones and fossils from various strata. In places it is free from stones, when it would cause to be waterlogged any overlying beds of sand or gravel, but, owing to it being formed with chalk and gravel, it is not so dense as London clay. This clay, according to geologists, is due to the action of ice.* It also makes excellent foundations, while the agricultural importance of the land in the Eastern counties is due largely to the chalky boulder clay, on which land is always fertile. In Staffordshire, near Cheadle, there is a substance known as Weaver's Clay, consisting of white clay and sands roughly bedded. These beds underlie the boulder, which clay is used for fire-clay, and the sand for making glass. In boulder clay-districts wells quickly become dry, therefore water supply is dependent upon ponds and ditches, and during a drought there is a great scarcity.

The term "Gault" is a Cambridgeshire name for unctuous clay. It is a stiff, bluish grey, sometimes calcareous clay. The surface is invariably pasture.

Kimeridge Clay named by Conybeare and Phillips, 1822, is a dark, bluish-grey, shaly clay. There are beds near Kimeridge of bituminous shale, which is collected and used as fuel, known as Kimeridge coal. The division of this clay is "upper," and consists of paper shales and cement stones; the lower of blue, sandy clay, with ferruginous concretions. It abounds in fossils.

Bradford Clay, named by W. Smith. A pale grey, or yellow grey marly clay, with seams of limestone and laminae of grit. It is very prolific in fossils, which are discovered in the lower strata of a hard sandy marl, about two feet in thickness. The above is in Wiltshire, not Yorkshire.

The above are the clays on which race-courses are found.

* C. Reid. "Geology of Cromer," p. 90.

Coal Measures* is a term which has been used among miners for some two hundred years. It consists of a series of clays, shales, sandstones, ironstones, and is characterised by an abundance of coal and absence of limestones.

Sir William Logan's discovery, or theory, was that the coal seam in South Wales rests upon a bed of clay, "underclay," which formed the old terrestrial soil.† This fact is recognised in most coalfields. "Underclay" is known as "Spavin" in Yorkshire, as "Mill" in Durham, as "Warrant" or "Seat Earth" in Lancashire, and as "Bottomstone" in South Wales.

"Gannister" is a term given to the lower coal seams.‡ The old Wallsend (now closed) was sunk in 1770. It was abandoned in the year 1853. Among the fossils of the coal measure are insects, plants (such as ferns, club mosses, etc.), mollusca. In the Staffordshire marine mollusca occur in the ironstone.

Carboniferous Rocks were named by Conybeare in 1822, owing to their including the great coal-producing formation. The Tuedian or lower carboniferous beds, were classed by Mr. G. Tate, in 1855. They consist of grey-green shales, and calcareous sandstones, with thin beds of argillaceous limestone, chert, and cement stones, to a thickness of 800 feet to 2,000 feet. The fossils found are corals, plants, and fishes.

Carboniferous Limestone is a bluish-grey limestone, which throws off an offensive smell when broken, due to sulphuretted hydrogen. The rocks are variable but massive, and much coloured by iron ore.§ It is estimated to reach to 3,000 feet. Soil on this substance is very thin, usually of a ferruginous loam, and where covered by short turf makes excellent sheep farms. It is also prolific in springs.|| Fossils exist in great variety.¶

Old Red Sandstone.—The term was used by Conybeare, 1822. It consists of red and grey and mottled sandstones, sometimes false bedded, with marls and shales. In some localities "cornstones" are found. It ranges in thickness from 2,000 feet to 5,000 feet. This formation underlies the carboniferous strata, while new red sandstone overlies the same deposits.

Crustacea, fishes, and plants have been found in both upper and lower old red sandstone, but very rarely. In Devonshire fossils are most plentiful, with many species of corals, in strata regarded as equivalent.

The lower old red sandstone is a pale and dark grey, yellow, and red deposit of sandstones, varied tinted marls, shales, mudstone, and "cornstones." The latter, as described by Buckland, are marl, with concretions of limestones in sizes from that of a pea to huge blocks of enormous weight, which almost exclude the presence of the marl. It yields a strong, loamy soil, largely devoted to orchards and hop-yards. It is unproductive when very wet. The Keuper beds overlie new red sandstone (upper) red marl, with sandstone (lower) sand, and building stones and breccias, in thickness of 250 feet around Derbyshire, Staffordshire, Lancashire, and Cheshire. Warwick Castle is built of this stone.

New Red Sandstone was a term applied by Conybeare to rocks occurring between coal measure and lias (layers)*, and overlies the carboniferous rocks. The red colour is attributed by many to the films of peroxide of iron formed around the grains during deposition in large inland lacustrine areas. I was not aware that iron ore in this form was calculated to depose in marine accumulations. The following are divisions of the "Bunter beds": Upper red mottled sandstone is soft, yellow, bright red, white, and varied sand and sandstones.† Pebble beds, or conglomerates, are harder red-brown sandstones, with quartzite pebbles, and occasional calcareous breccia base. Lower red and mottled is also soft and coloured, similar, with false bedding.

The Keuper series overlie Bunter. The upper is red and variegated marls, with beds of sandstone (waterstones), 800 feet to 3,000 feet. The lower, sandstones, building stones, grits, and breccias, thickness, 100 feet to 250 feet.

Lower Magnesian Limestones are beds of hard rock. If this substance is treated with a solution of sulphuric acid, the magnesia will separate into a liquid, from which sulphate of magnesia (Epsom salts) is obtained.

Upper Mottled Yellow Sandstone (Bunter).—This formation attains a thickness from 50 feet to 2,000 feet, mostly found on the carboniferous rocks

* "Geology of Yorkshire Coalfields," pp. 20, 22. † Proc. G. S. III., 275; T. G. S. (2) VI., 491.

‡ A. H. Green's "Geology of Yorkshire Coalfields," pp. 19, 25.

§ T. G. S. Sedgwick. (2) IV., 70. || G. W. Shrubsole. Proc. Chester Soc. Nat. Sc., 1884, pp. 107, 110.

¶ J. Phillips. "Geology of Yorks." Part II., 1836.

* See "Geology of Yorkshire," Part I.

† G. Maw. Q. J., XXIV., 363.

of Derbyshire and Lancashire. No organic remains are known. Those described by Lyall occur in the Keuper beds. Birmingham is built upon this stone.

Lower Bagshot Sand.—These strata comprise sands with thin seams of white, pipeclay and pebbly layers. They also contain loamy portions which hold up water or throw out springs. These sands rest on London clay, the most important area being Ascot and Bagshot, where the strata are over 100 feet thick, and nearly all sand, capped here and there with patches of gravel. It generally forms elevations of over 100 feet to 400 feet of a hard and dry character.

The deposit is made up of pale yellow false bedded sand and loam. Organic remains are almost unknown, some districts yield sub-tropical land plants.

Upper Bagshot beds consist of white and yellow and mottled sands. They have a thickness of 300 feet. They contain ferruginous concretions, in which are found marine shells.

Amongst this formation is found the "Grey wethers." They are somewhat friable when excavated, but harden by exposure. Much of Windsor Castle is built of greywether sandstone.

Blown Sands are hillocks, or dunes, on the seashores. These terraces are formed by the action of the wind distributing the dry sands at low tide. The deposit is known as "Eolian drift." They rise to 40 feet or 50 feet, but rarely above 80 feet. They are protected by the Marram grass, *Psamma*.

Raised Beach consists of accumulations of shingle and sand.*

The Cretaceous System is composed of various sands and clays together with the great chalk formation, and hence Dr. W. H. Fitton described it under the above heading. The organic remains are very numerous. In this series is sometimes included the strata of the Wealden area, which is bounded by the chalk Downs. They comprise clay, loose sands, sandstones, shelly limestones, and by their fossils, no doubt, have accumulated in an area of freshwater.† The *Iguanodon*, whose length was over forty feet, was discovered by a lady in 1822, in the Wealden beds, near Tilgate Forest. Their thickness is 1,500 feet.

Lower Greensands, a term suggested by Webster in 1824. These sands rest upon the Wealden beds. Their organic remains comprise mollusca, sponges, etc.

Sandgate beds, a term proposed by Mr. Drew in 1861. They consist of a dark clayey sand; the colour is due to green particles of glauconite (hydrous silicate of iron, potash, and alumina). They contain economic Fuller's earth.

Folkestone beds consist of false-bedded sand and "carstone" to a depth of 100 feet. They contain few fossils, but the overlying Gault, or "Folkestone Marl" has been a favourite collecting ground at Copt Point.

The race-course at Westerhanger is upon this formation.

Chalk is a white limestone, recognised by Martin Lister in 1684. It is composed of carbonite of lime, the lower beds being less pure, sometimes sandy, but more usually marly. Black and grey flints are found in the upper strata, and less frequently in the middle, but in the lower portions these rocky substances are not met with. The organic origin of chalk was pointed out by Lonsdale, in 1835.* The flints are nodules of amorphous silica. Chalk, which is said to have been formed in a deep sea, has three divisions—"upper," "lower," and "middle." The first contains some flints, the second none, and the last but very few.

Lower Chalk (chloritic marl) was introduced by Captain L. L. Boscawen Ibbetson, and Mr. E. Forbes, in 1848. It consists of white coloured marl.

Middle chalk is known owing to it resting on Melbourn rock. The term was used by Mr. Jukes Browne, in 1880. It is a hard, yellow, and white nodular stone, from eight to ten feet deep. Above the middle chalk is also a chalk rock (upper chalk), named by Mr. Whitaker, in 1859. It consists of hard blocky cream-coloured chalk, and is distinguished by layers of flint.

Above the lower chalk is a compact chalk of a sandy nature, known as Totternhoe stone—used for internal stonework, but crumbles on exposure.

Chalk varies considerably in thickness, and is very rich in organic remains.

"Cambridge Greensand" is a division at the base of the chalk in Cambridge-shire, consisting of a band of phosphatic nodules. This deposit is exceedingly rich in vertebrate remains. Mr. Lucas Barrett discovered a bird during his research in 1858. Above it is found some twenty feet or more of chalk marl. At Norwich the old Bridewell is considered a beautiful piece of stonework erected

* De la Beche. "Geol. Manual," p. 73.

† C. J. A. Meyer. *Q. J.*, xxviii., 243.

* Lyell's "Elements of Geology." Vol. I., p. 56. 1841.

from the fine black mineral flints derived from chalk. Chalk is the most important source of water, due to its large area and absorbing nature. Springs are plentiful in the Totternhoe stone, but the water is hard. Ponds on chalk require claying.*

Oolite.—The name was introduced by W. Smith. Oolite, or roe stone (*oon*, an egg, and *lithos*, stone) is a term applied to limestones of small particles of calcareous matter, resembling, when together, the roe of a fish. As they increase in size they are known as pea-grit. The organic remains include reptiles, mammalia, mollusca, and other forms, but the latter were the most abundant.

The Great (or Bath) oolite consists of shelly limestones and fine freestone, of a yellowy-white colour, with layers of sandy marl between the beds of stone. The term was given by W. Smith, in 1815. It is rich in univalve mollusca, corals, and many other fossils. It was divided in the district of Bath by Lonsdale as upper rags, fine freestones, and lower rags. The great oolite forms the plateau of Lansdown on which the races are held.

Ludlow Beds, so termed by Murchison, in 1833, because the town of Ludlow stands upon these strata, below the lower old red sandstone. The thickness in this district is 7,000 feet. They consist of grey and greenish-grey sandy shales, sandstone, and flags. Some of the upper beds are calcareous, and contain impure limestone. The shales have a tendency to soften into mud when wet. The uppermost formation is more sandy, yielding many crustacea remains. The peculiar nature of the shales accounts, doubtless, for the many landslips here.

Most interesting are the remains of fishes, sponges, and corals, known in this deposit in Shropshire. They are of the earliest known (*Pteraspis*), discovered by Mr. J. E. Lee, in 1859. The upper, or Ludlow bone bed, known as "Gingerbread," was discovered by Dr. Lloyd.

Fuller's Earth.—The name was geologically applied by Mr. W. Smith, in 1816, to a thick deposit of grey clay and marl, with nodules of earthy limestones. But it is the formation alluded to by Mr. Bristow that is of commercial value. It has a very greasy feel and an earthy fracture. It yields to the nail easily,

and shines. In some places it runs to a depth of 400 feet. It rests on the Inferior Oolite, and is overlaid by the Great Oolite or by the Forest marble. Bristow characterised it as beds of blue and yellow earth. A marly clay of a brown and yellow colour at the top, and blue lower down. Analysis shows it to contain 73 per cent. of silicate of alumina and 27 per cent. of carbonate of lime. It is translucent in water, and falls into a pulpy, pasteless powder. The Fuller's earth rock is a soft, argillaceous limestone. The surface soil is not at all fertile, as the land is heavy and wet. Springs are plentiful.

NOTE.—Clay soils are expensive to cultivate, owing to the requisition of so much top-dressing of marl and lime. Calcareous soils of loam are the richest.

Light, sandy, and gravelly soils are mostly barren.*

Alluvium is usually composed of the finer materials deposited by rivers, but it induces coarser deposits. On the banks of all rivers will be found in places gravel, in other parts loam, peaty matter, and sandy clay. Alluvium is easily flooded on the river rising. Alluvial deposit is brickearth and gravel.

Peat is an accumulation of vegetable matter, partly mineralised. It forms in very hollowy and low-lying districts and marshy areas. It is known to thrive on moors which is known as hill-peat. Near the surface peat is a light brown colour, and spongy, lower down the colour gets deeper. Peat contains a very small percentage of earthy matter. The beds vary in depth from 20 feet to 30 feet. An abundance of water below a peaty surface will float it.

Best admixture is a light, calcareous loam.

Upper Silurian will ever be associated with Sir Roderick Impey Murchison, Bart., who grouped the strata under the Silurian system in 1835, and so revived the ancient name, *Silures*. The thickness of these rocks extend in the North-West of England to 14,000 feet. They consist of shales, slates, grits, with valuable beds of coral and limestone. The remains easily disclose that the deposit is of marine origin. They include sponge, coral, mollusca, and fishes. Among the gasteropods are genera still in existence.†

* Gray's "Report on Water Spring," 1860; "Water Bearing Strata around London," p. 57. 1851.

* Mr. J. Bravenden's "Fertility of the Soil," "Jour. R. Agri. Soc."

† Dr. H. Woodward, "G. Mag.," 1885, p. 433.

.. The Origin of Steeplechasing. . .



REFERENCE to notes on some of the Irish courses will show that I have already stated that the Emerald Isle gave birth to the practice of racing horses over walls, brooks, banks, and fences, which practice has, of more recent years, developed into steeplechasing, although some aver that at a very early period Lancashire was the home of this pastime.

The first race worthy of mention, though not to be considered as a recognised steeplechase, took place in Leicestershire in the year 1792, over eight miles of country. Lord Forester, Sir George Heathcote, and Mr. Charles Meynell took part.

What is described by Alken as the first steeplechase, which shows a number of soldiers attired in nightshirts racing over a country may be, and probably is, purely imaginative, the more so as it is only recorded in the *Sportsman's Magazine* some years after. Referring, however, to the above, it may be interesting to relate that an identical escapade happened in 1866, when Mr. Walmsley and Mr. Edgell, both in similar garb, rode a match over 3½ miles by moonlight.

At Derby, in 1812, a steeplechase is recorded over a country with 43 fences, which occupied 14 min. 30 sec. If this time is to be accepted as being accurate, it must have been a rattling, helter-skelter sort of gallop. There is mention, also of races in Hertfordshire in 1831. Liverpool's first steeplechase was in 1836, and in 1839 the matter was vested in a council composed of Lord Derby, Lord Sefton, Lord Eglinton and Wilton, Lord George Bentinck, Lord Stanley, and Lord Robert Grosvenor.

The first Grand National was run on the 24th February, 1839, and was won by the half-bred *Lottery*.

In the year 1840 the stone wall and Ox fence were introduced by Lord Sefton. The word "National" was not used until 1843, and up to 1856 the races were held for one day only.

When *Emblem* won in 1863 the course was all fallow, wheat, and seeds, yet the going was excellent. *Emblem* made thirteen attempts to win a race, but the only one placed to her credit was the Grand National.

Mr. Topham, in 1868, measured the course to be 30 yards less than 4½ miles. "Becher" brook was named after Captain Becher—the last of the leather-breeches.

The National Hunt Steeplechase was organised by Mr. Fothergill Rowland, in 1860, at Market Harborough. Races also took place at Cheltenham the same year, which place may be reckoned as the original meeting. The winner of the Cheltenham race had an impost of 18 lb. extra for the Grand National. *Bridegroom*, ridden by Mr. Burton, won the first race.

The subsequent arrangements for this sporting steeplechase were peripatetic until the year 1902, when the meeting was held at Warwick. The race was won by *Marpessa*, ridden by Mr. Persse, since when the Committee have wisely concluded that a more adaptable four miles for a race bearing these conditions could not easily be marked out, especially where every accommodation is available. May it ever remain at this old-timed *venue*!

Warwick was also the *locus in quo* for the Grand Military in 1854.



ENGLISH v. IRISH STEEPLE AND HURDLE COURSES.

There may be gathered from the subjoined tabulations the differences which exists in the conditions laid down by the respective rules which govern steeple and hurdle-racing in both countries. The water jump is not compulsory in Ireland.

ENGLAND.

Steeplechases.

IRELAND.

3 Miles.
Ditches. 12 fences (exclusive of hurdles) in the first 2 miles, and at least 6 in each succeeding mile. There shall be a water-jump 12 feet wide and 2 feet deep, to be guarded by a fence not exceeding 3 feet in height. In each mile there shall be a ditch 6 feet wide and 2 feet deep. A fence not less than 4 feet 6 inches high, if of dead brushwood, 2 feet wide.

3 Miles.
10 fences (exclusive of hurdles) in the first 2 miles, and at least 5 in each succeeding one. Two at least of such fences shall be constructed as follows: Ditch, 6 feet wide and 3 feet deep, with a bank not less than 3 feet high, or a hedge not less 4 feet 6 inches high; if of dead brushwood, 2 feet wide.

In Part V., Rule 45 i. of the Irish Rules is the following condition: At all meetings with a steeplechase there shall be one race in which jockeys and apprentices can claim 7 lbs. allowance, provided they have never won three races under any rules in any country.

ENGLAND.

Hurdle-races.

IRELAND.

2 miles. There shall be not less than 6 flights of hurdle in the first $1\frac{1}{2}$ miles, and on each succeeding $\frac{1}{4}$ mile, or part, an additional flight of hurdles; height of hurdle, 3 feet 6 inches from the bottom to the top bar.

The $1\frac{1}{2}$ miles hurdle-races for three-year-olds was established in England, September, 1902.

The only difference in this rule is the height of the hurdles. In Ireland the condition is 3 feet 6 inches from the ground.

There are $1\frac{1}{2}$ miles hurdle-races here also.

Pony races are recognised in Ireland for animals not exceeding 14 hands 2 inches (measured with a spirit level). In England they are prohibited.

His Majesty's Plates are confined to Irish-bred horses. A horse shall be considered Irish-bred who has been foaled in Ireland, or who was foaled elsewhere in consequence of his dam having been sent from Ireland, within six months of his birth, to a stallion standing out of that country.

The regulation as to the value and the distances of His Majesty's Plates:—

Name of Meeting.	When to be run.	Distance.	Value.
Curragh Meeting	April	$1\frac{1}{2}$ miles	200 guineas
" "	June	2 "	300 "
" "	July	2 "	300 "
" "	September	$2\frac{1}{2}$ "	200 "
Cork Meeting	May	$1\frac{3}{4}$ "	100 "
Bellewstown Meeting	July	$2\frac{1}{4}$ "	100 "
Down Royal Meeting	July	$2\frac{1}{4}$ "	£197 6s. 2d.
Galway Meeting	August	2 "	100 guineas

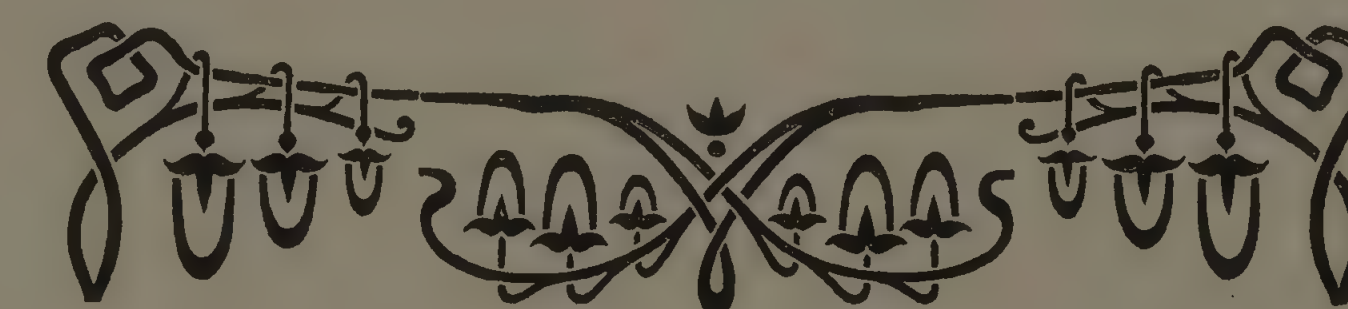
Sine qua non.

I would also suggest the following standing order to be specified in the controlling laws of the Jockey Club.

Through the kindness of several gentlemen, medical aid at race meetings has hitherto been gratuitously rendered in cases of emergency (which are not infrequent). During the last twenty years this service has been most generously volunteered to the many accidents which have arisen on race-courses to both man and beast, by men of the same kidney as that inveterate sportsman, the Rev. "Jack" Russell, by Drs. Taylor, Brecknell, and Dougal; and many a time have I witnessed some very painful suffering allayed through the prompt professional services of these gentlemen. Latterly, they are seldom seen on the swards of racing, but what would have happened had mishaps been as frequent as they are known to be, it is very hard to say. I know this, that at the August meeting at Alexandra Park in 1903 a very bad accident happened in the Juvenile Plate. *Sulham* fell, and "F. Wood," in the scrimmage, was badly injured, and after being conveyed some 350 yards on an ambulance with a fractured limb, no doctor was available. Messengers were despatched in all directions for a medical man, but a long time elapsed before one could be obtained.

Now, I submit this to be an unpardonable oversight on the part of some one in an undertaking so hazardous to life and limb to overlook the necessity of a medical reserve.

The "order" I suggest is, that each and every committee to whom is granted a racing licence either by the Jockey Club or National Hunt Rules, should be compelled to retain a qualified medical man on the spot during racing.



The Earthworm *(Lumbricus Terrestris).*



SOIL without worms, we are told, by that eminent naturalist and physician, Darwin, would soon become hard-bound, cold, void of fermentation, and naturally sterile,* and since they act such an important part in the formation of good sound turf, it may not be out of order to allude to them here. Earthworms, although devoid of all organs of sense, except that of touch—are so equipped with instinct as to rank above all others of the same species, yet they stand but one remove from the meanest order of animal organisation (coral being the most lowly) in the world.

It is to Darwin that we are partly indebted for ascertaining the immeasurable service they render the surface of the earth by their periodical upheavals of new soil. Darwin said “he doubted whether there are many other animals which have played such an important part in its history.” Yet how little value is attached to either them or their labours.

One peculiarity of earthworms is that they are known to actually resuscitate in humid earth after having been immersed for some hours in oil; they cannot live at all in pure sand or clay, nor in very wet soil, nor in peat. They will die in pure water, and collapse from asphyxia in very dry air. Salt water is fatal to them, as is ascetic acid produced from bad vinegar. Another extraordinary feature about them is that they are hermaphrodite, but will pair irrespective of both sexes existing in one body. I am not here alluding to the worm so recommended to anglers by Dr. G. Douglas, which is the *Lumbricus faetidus*, a much smaller one, about three inches long. No doubt Dr. King was right when he determined that worms helped largely in the process of denudation to which our archæologists owe much for the good preservation of their discoveries.

The fact is clearly shown by Darwin, who proved, by his own observation,

that more than ten tons of new soil were added per acre per annum where worms were abundant, as in soils than those above described, and in some places sixteen tons. Dr. King held the right to assume that worms produced an amount of new soil in their castings equal to 14.58 tons per acre, and in some places 18.12 tons per acre.

Castings will always be found more numerous and much larger where chalk lies close to the surface. On chalk downs the earth will be found to be very shallow, which is due to the action of the elements causing a washing down to the base. Darwin shows where, on a hill of a cone of chalk at the summit, the mould gave a depth of $2\frac{1}{2}$ to $3\frac{1}{2}$ inches only, whilst at the bottom it gave 8 to $9\frac{1}{2}$ inches, and in the hollow of the ditch at the base, where nothing intercepted the fall, the mould measured to 22 inches.

Gilbert White, on page 234 of his History of Selborne, says that “earthworms, though a despicable link in the chain of Nature, yet if lost, would make a deplorable chasm among builders of soil, as they act as a fine manure”; he also adds that it is not the earthworm who dilapidates and destroys things, but the shell-less slugs who cause so much destruction.

We are told that the calciferous glands of the worm neutralises acids in the soil, as Dr. H. Johnson, in his analysis of some castings discovered 0.018 per cent. of ammonia in them. Earthworms have gizzards the same as fowls and other gallinaceous birds, which give them the power of triturating the hard particles which they swallow. Perrier calls them “Une véritable armature.” The fact of the whole surface of the earth’s mould having passed through the canals of the worm is amazing, hence it is made more healthy by its circulation, which is facilitated by the contact of new surfaces, and admits of any organic matter to escape. In other words, the worm is a veritable plough to the earth, causing constant agitation by its burrowings and suckings-in of foreign matter, while the

* “Cat. Non-Parasitical Worms.” Dr. G. G. J. Johnston. 1865.

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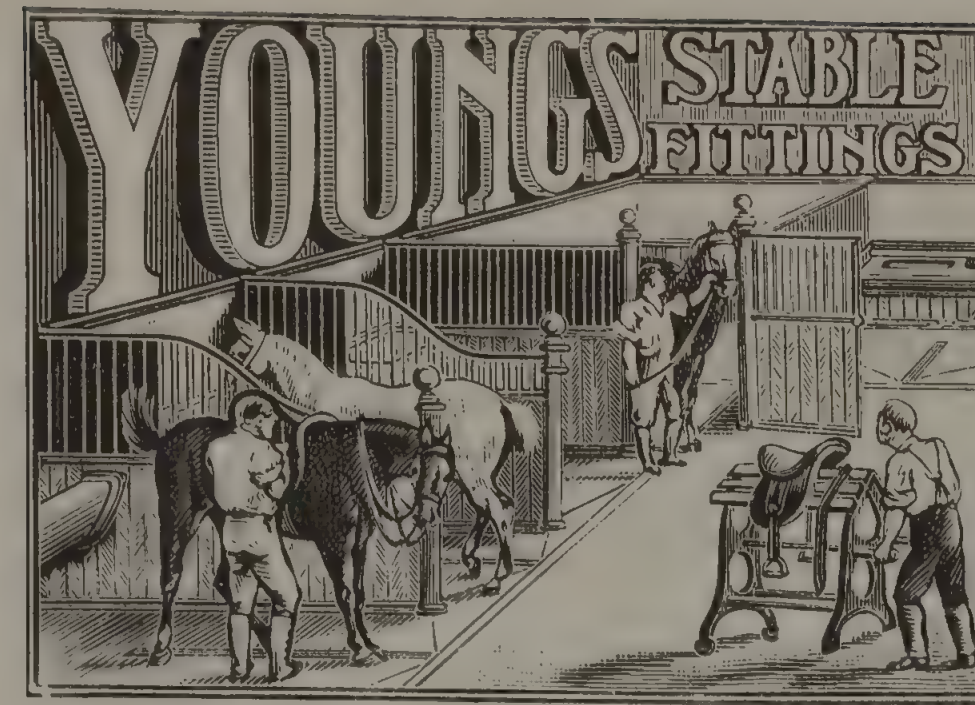
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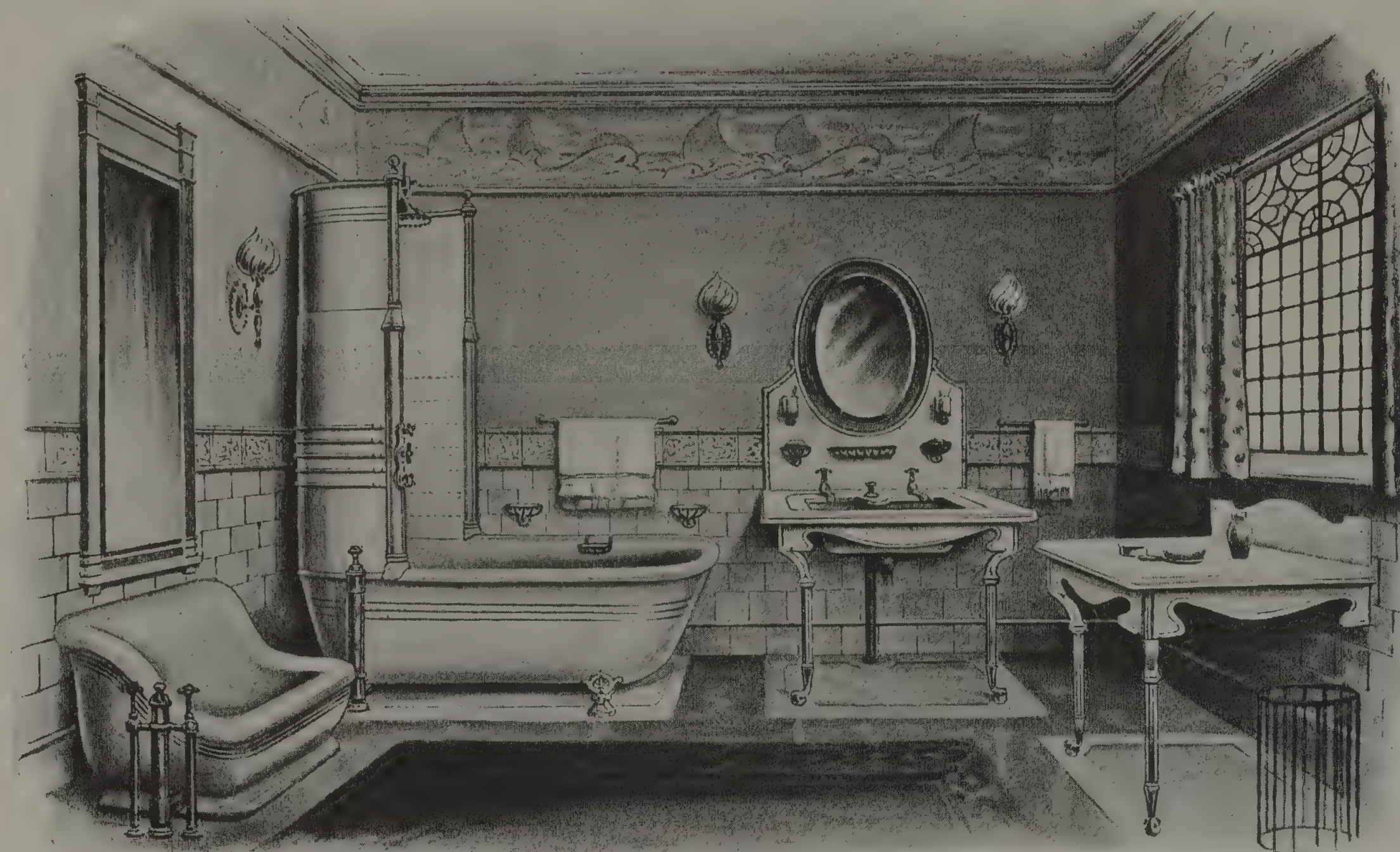
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vermiform heaps of viscid earth, so plentiful on the surface at early morn, is evidence of their work in fair weather. In cold weather they burrow very deep into the undersoils, and become torpid. In wet weather they may be seen lying about on the pathways dead, having been overtaken and drowned in their attempt to search for a new home. This can be seen any wet day, even in Hyde Park, and I have seen on the Lees at Folkestone hundreds of dead worms on the gravel walk. Worms sometimes burrow to a depth of seven feet, and protect their holes from water and their deadly enemy the mole, by drawing dead leaves after them, which they also utilise as an article of food. Now, as far as race-courses are concerned, and where good sound soil is essential, it is advisable not to allow leaves of any description to remain near the course; for this reason—leaves are a detriment to the building of good turf; leaf mould being very extensive in organic matter, and during decay generates humus acid; this applies also to artificially prepared soil, irrespective of the supply of manure by the worms bringing it to the surface time after time.

We have all seen at different times a species of this family on our tidal sands. This is known as the *Arenicola Marina*, and literally covers the beach at low tide with small vermiform shapes of sand.*

Mr. John Scott, of the Botanical Gardens, tells us of a species of *Perichæta* in Calcutta which throws up a casting six inches in height and $2\frac{1}{2}$ inches in diameter. I have gathered castings myself at Newmarket, Lewes, Goodwood, and Kempton Park, weighing quite $2\frac{1}{2}$ ounces. Castings are larger and more numerous at Newmarket and Kempton Park than any place I have ever had under observation.

According to Von Hensen, 53,767 worms are known to exist per acre of land, but, of course, they abound more in earth in well-drained districts than in other gravelly or clayey parts. I strongly recommend to those who have the care of race-courses an unlimited distribution of earthworms all over the course. Even should they migrate they will do an inestimable amount of good while they remain.

† "Reisen im Archipel der Philippinen." Th. II., p. 30. 1877.

Formation of the Ground Round Turns.



ALTHOUGH, at first sight, this may appear to deal with an element of small importance in the perfecting of race-courses, nevertheless I am prepared to show how particularly necessary is the observance and clearly demonstrate the all-important feature in the lay-out of race-courses.

In all places where the land does not lie naturally and advantageously to the safety of racing round any turn in the course, or, to be more clear, where the angle or gradient of the land is not as it should be, the following essential conditions should be introduced.

In every case the land should be graduated (only round turns be it remembered) up to $1\frac{1}{4}$ inches to the foot on wide courses, and up to $1\frac{1}{2}$ inches to the foot on narrow courses—especially where the turns are short ones. This would give a tolerably fair gradient, which would not only obviate the disaster of running out (as periodically experienced), but it would inspire both horse and jockey with more confidence to race round the turns and avoid the present-day practice of having to ease at the turns to prevent a calamity.

If the land is made to fall towards the rails, the slight angle allows horses to grip the ground better, and a chance to gallop round them at full tilt, while the riders have less anxiety in keeping a proper and favourable position.

My contention is this, that where such conditions do exist, the Stewards of the Jockey Club should introduce a new clause into their rules to enforce such alterations, and should see that such clause is observed and obeyed.

No particular gradient should be followed. First, the angle, or radii of the turn should be ascertained by survey, and where it is positively necessary to ease horses (as is the case at Liverpool on the Cup Course, Kempton, Sandown, Leicester, and Ayr), in making for the run-home, the Surveyor should exercise his judgment in forming the transverse gradient accordingly.

The Railway Horse Traffic Transfer Connections

BETWEEN NORTH AND SOUTH.



ONE of the anxieties of owners and trainers, when the preparation of animals in training is complete for any current competition, is the travelling obstacles to be encountered in the conveyance to the place of running. In a word, I am able to remove any source of worry in this respect, through the courtesy of the respective General Managers and Superintendents of the Line having furnished me with all particulars concerning this important traffic. I may add, that it affords me infinite pleasure to record in these pages how undisturbed is the system of transit for racehorses from all the training establishments in Great Britain and Ireland to the sixty different Race meetings and seventy-two different Hunt meetings; each line having a special staff of travelling inspectors to control this particular traffic. By the following methods and facilities of transfer the horse traffic, as concerns race-meetings, is carried out by each company without any change of boxes between departure and arrival, thereby the hazard of disturbing the sensitiveness of the thoroughbred is reduced to a minimum; in fact, it is practically avoided, by the observance of a systematic supervision.

There are two things I should like to suggest—namely, in the boxing and unboxing of horses, that experienced ostlers should be employed by the companies to attend to these duties. Secondly, having regard to the enormous revenue accruing from this traffic, I very strongly advocate the system of providing separate boxes for the use of racehorses. Such boxes should be conspicuously labelled “FOR RACEHORSES ONLY,” and any encroachment on this reservation should be at once reported to the authorities. By this means I consider that a very strong safeguard will be provided for the protection of bloodstock, in transit, from the risk of contracting disorder through being herded with inferior animals who may be suffering from some contagious or infectious trouble. I have noticed all sorts and conditions of horses boxed indiscriminately with very valuable racehorses. This should certainly not be allowed, and the special boxes which I suggest should be provided for the conveyance of racehorses throughout Great Britain. Furthermore, owing to the risk encountered on board the steamboats, I particularly advocate the extension of this regulation to the conveyance of bloodstock to or from Ireland or other countries.

Passengers travelling to London from the North of England and the Midlands find their own means of conveyance across London to each of the various companies' termini.

The Midland Railway transfer horse boxes, *via* Kentish Town and Victoria, to all the London, Brighton, and South Coast stations, and the South Eastern

and Chatham line; and *via* Kentish Town and Ludgate Hill, and Wimbledon or Clapham Junction, to all the stations on the London and South Western line. The Midland Railway, by special arrangement, also transfer consignments of horse-boxes from their system to that of the London and South Western by their new route, *via* Brent Junction. To the South Eastern Railway, *via* Victoria, This is a great advantage, owing to the entire absence of tunnels *en route*, which is of great consideration where valuable mares and foals are concerned. Travelling Inspector, Mr. H. Harriman, Midland Railway, Derby.

The Great Central transfer on to the London and South Western line, *via* Woodford, Banbury, and Reading (Esher and Ascot), to Great Western line, *via* Woodford and Banbury; and to the London, Brighton, and South Coast line, *via* Woodford and Banbury; thence by the Great Western Railway, *via* Victoria and Kensington.

The Great Northern Railway connect with the London and South Western at Ludgate Hill. To the London, Brighton, and South Coast line it is handed over to the South Eastern and Chatham Railway and taken to Victoria or Clapham Junction. Travelling Inspector, Mr. James Lucas.

The London and North Western Railway transfer horse-boxes to the London and South Western line *via* Clapham Junction. To the South Eastern line and Great Western *via* Victoria, and to the London, Brighton, and South Coast, *via* Victoria or Croydon.

The London and Brighton Line transfer to the Great Western line at Victoria, and thence conveyed, *via* Southall. Traffic destined for Newmarket, etc., is taken direct into Liverpool Street by the East London Railway, *via* New Cross and the Thames Tunnel. All traffic from the London, Brighton, and South Coast line for Hurst Park, Sandown, Kempton, etc., is handed to the South Western Company at Clapham Junction.

The Great Western connect at Reading for the South Eastern line.

The Irish Journey.—As the time table varies, it would be wise at all times to consult the current guide as regards the departure of trains from Euston (London and North Western).

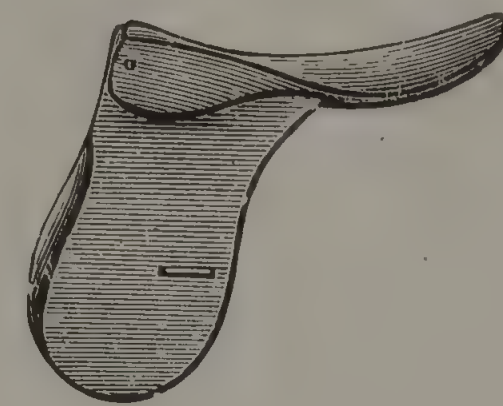
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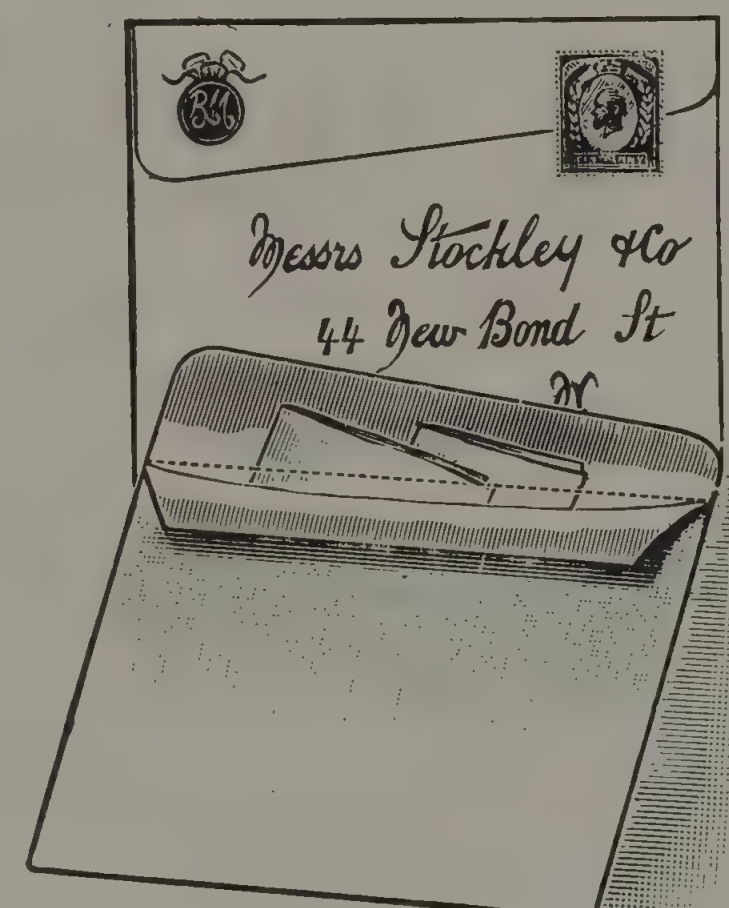
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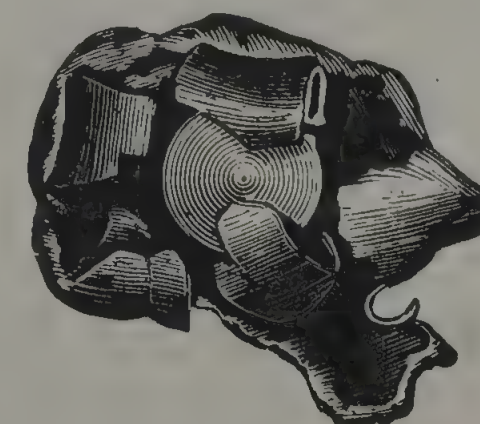


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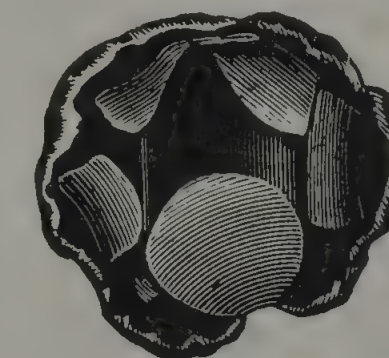
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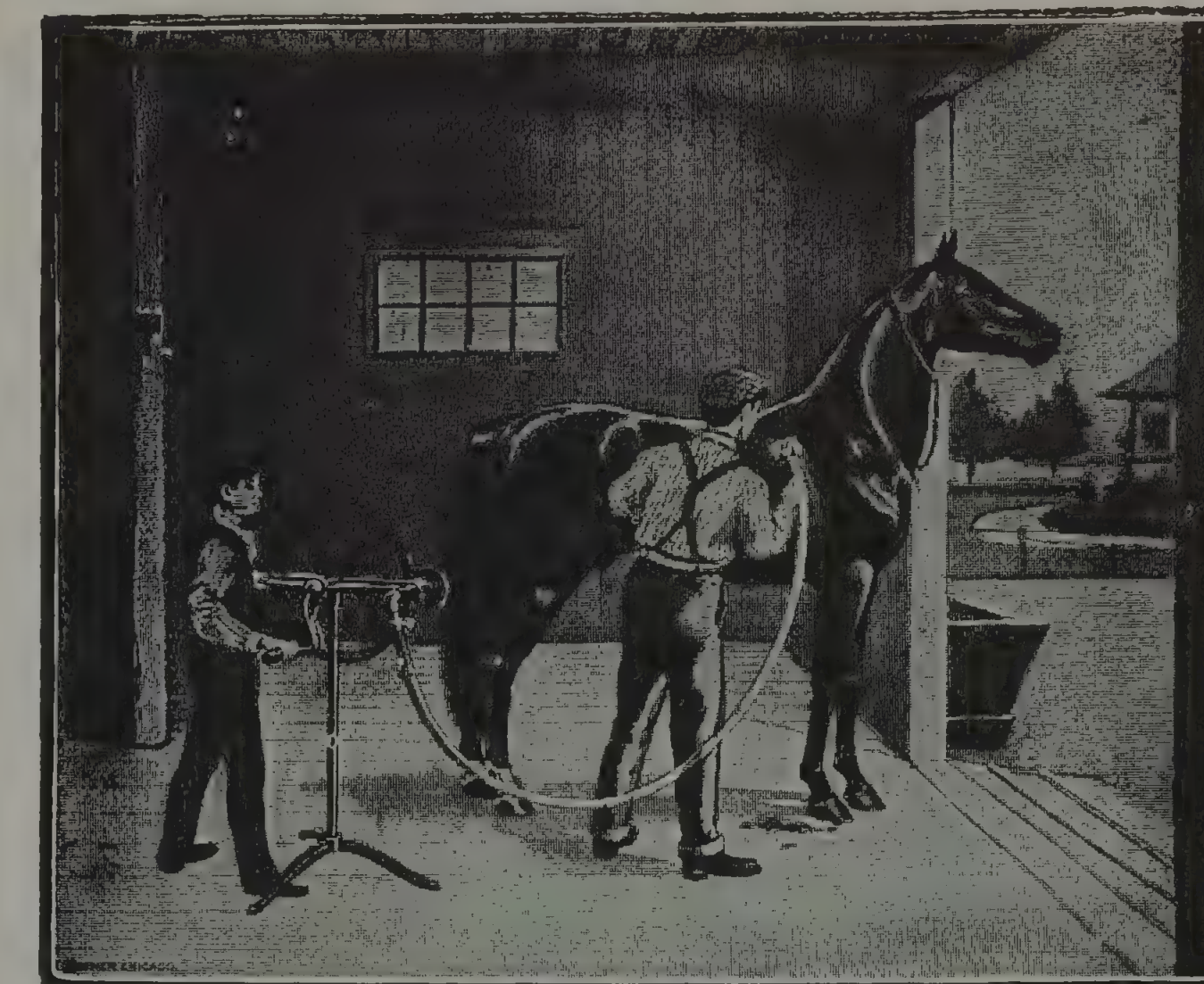
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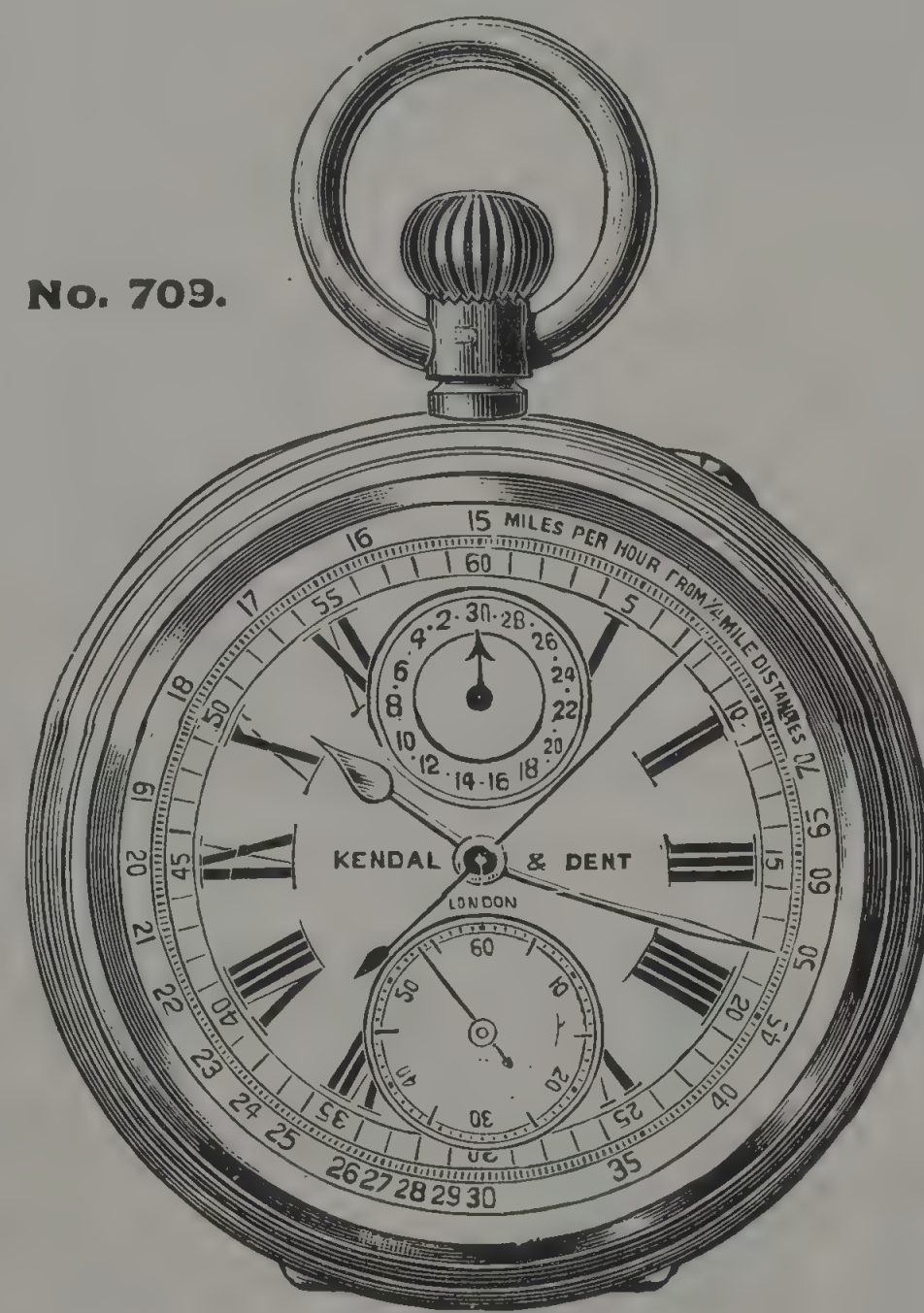
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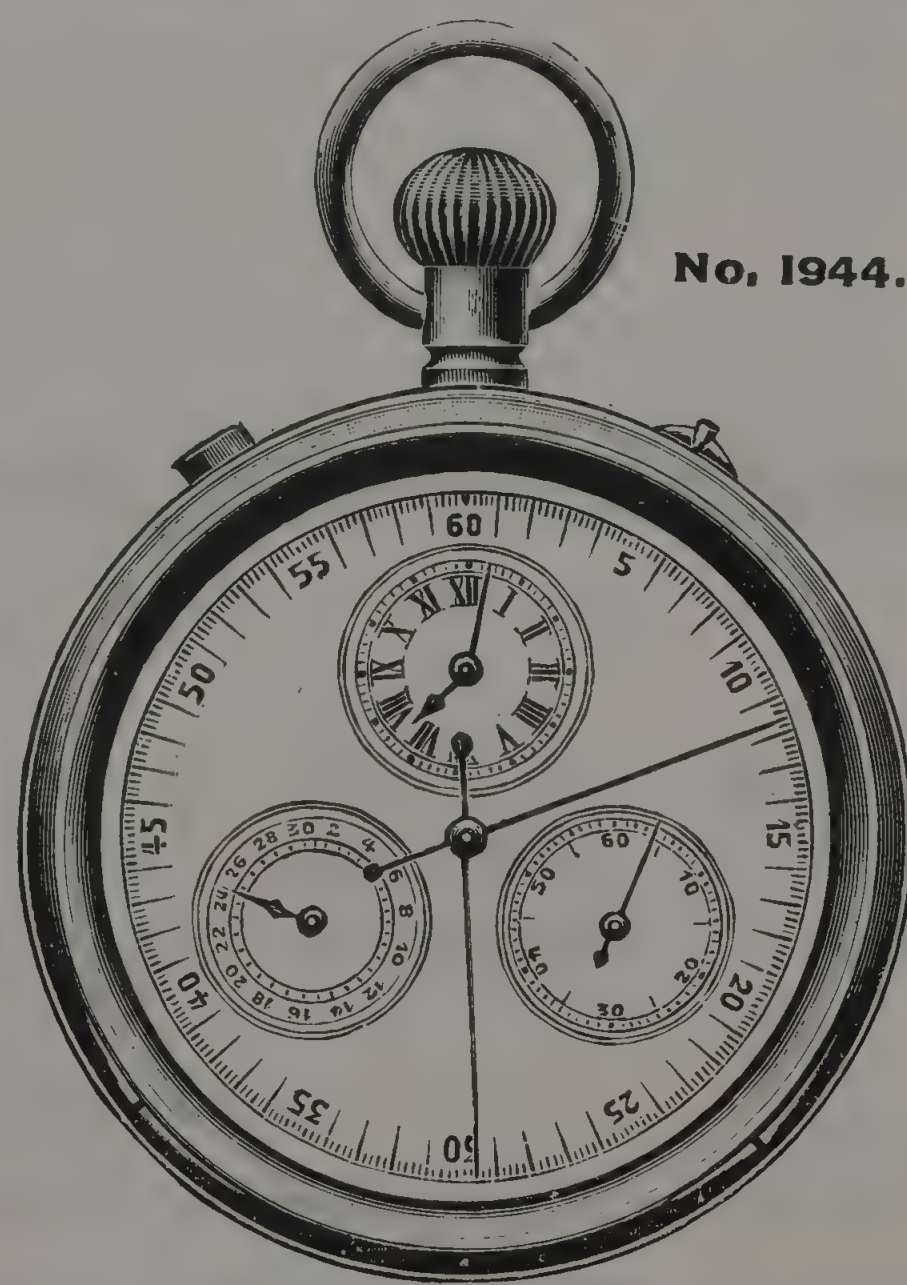
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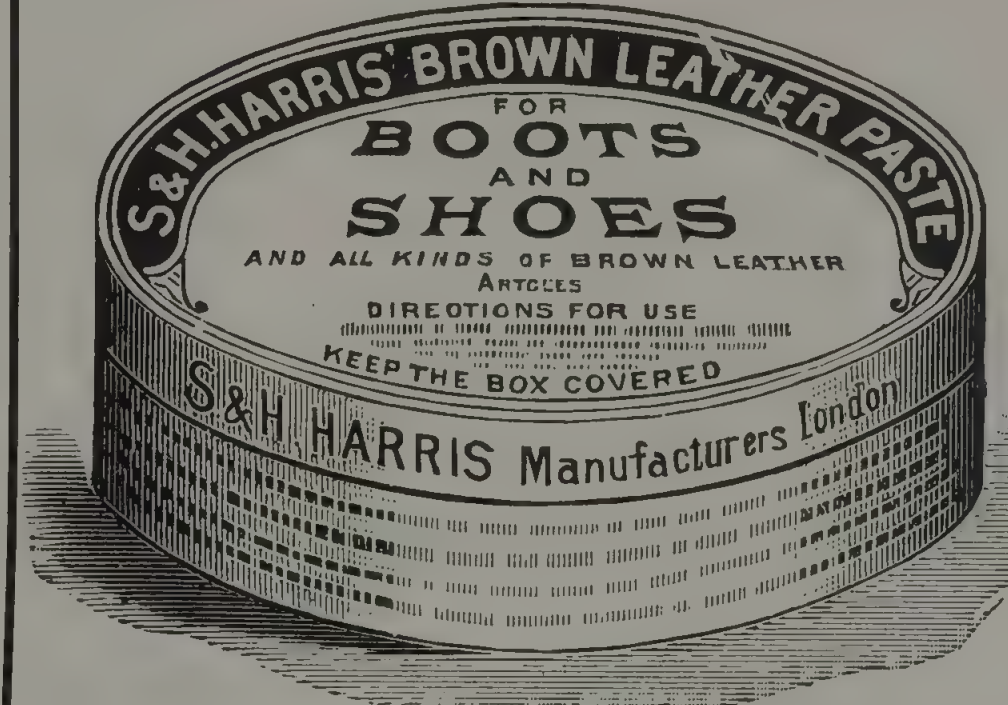
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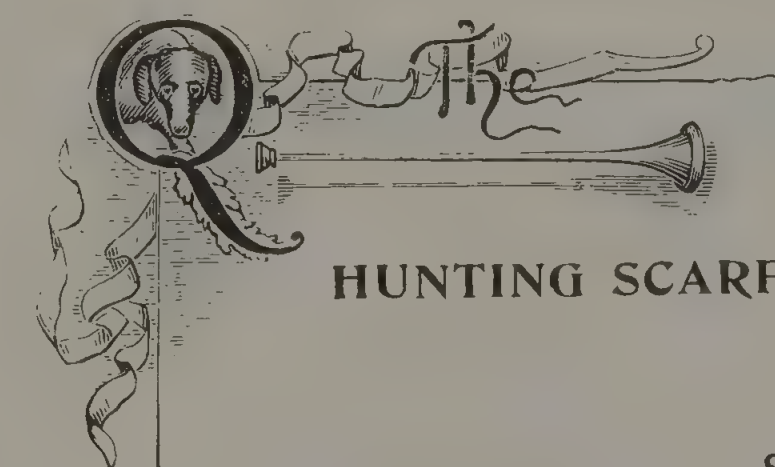
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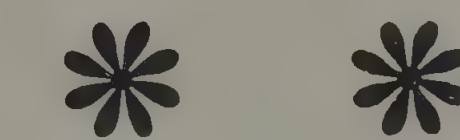
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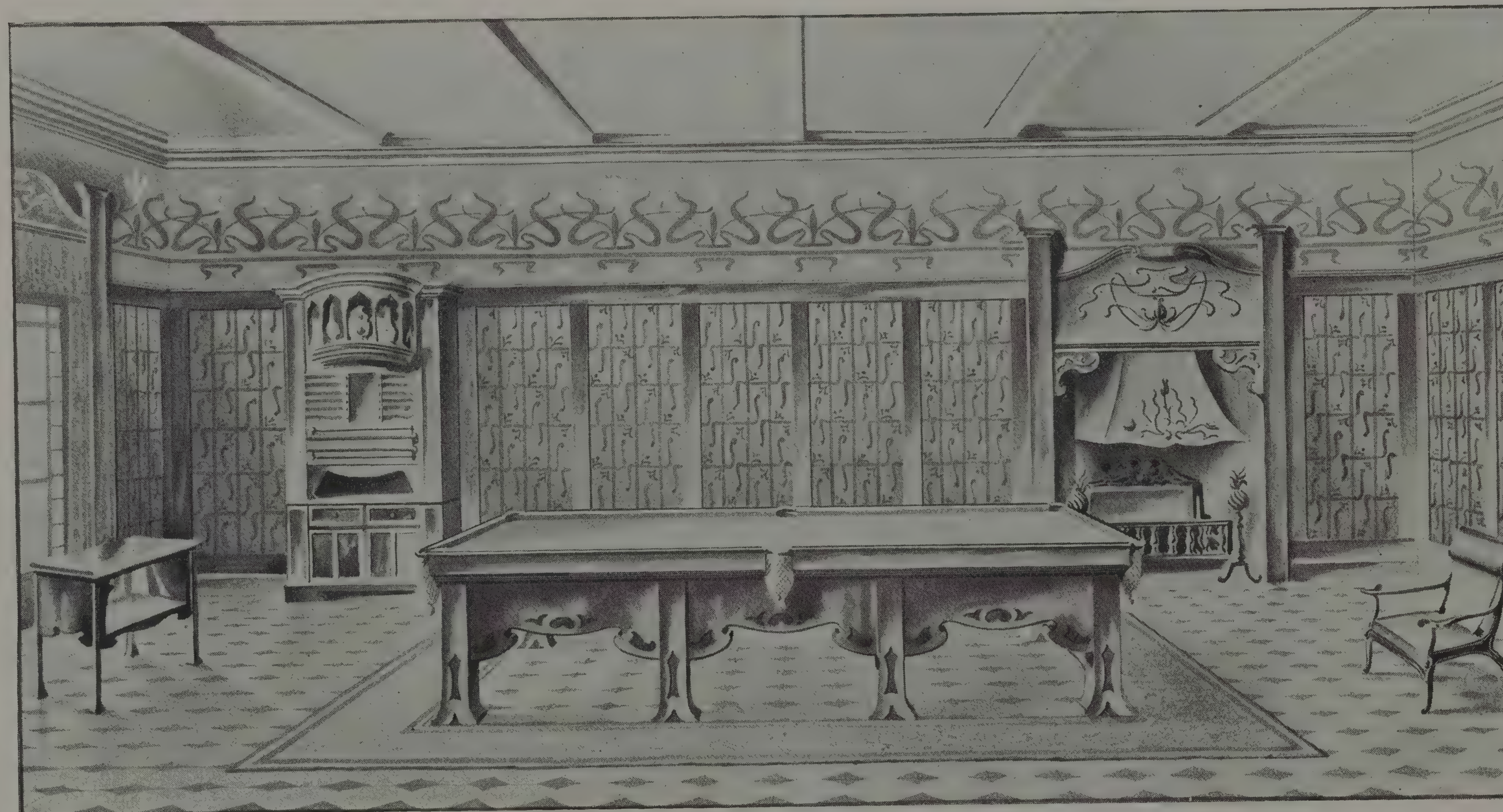
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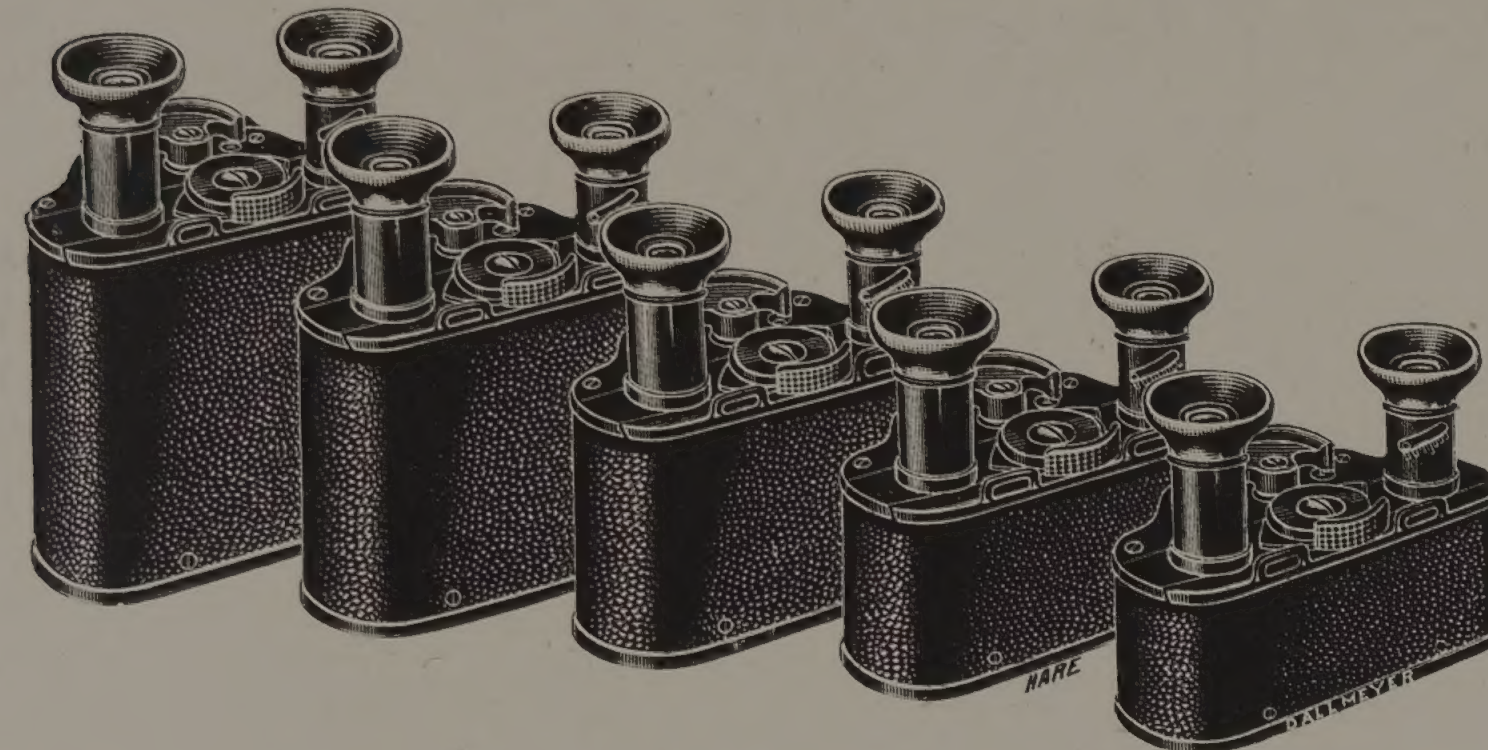
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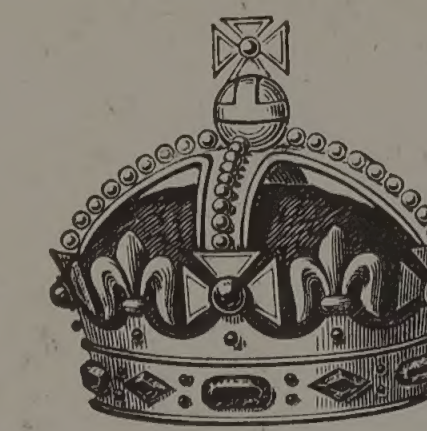
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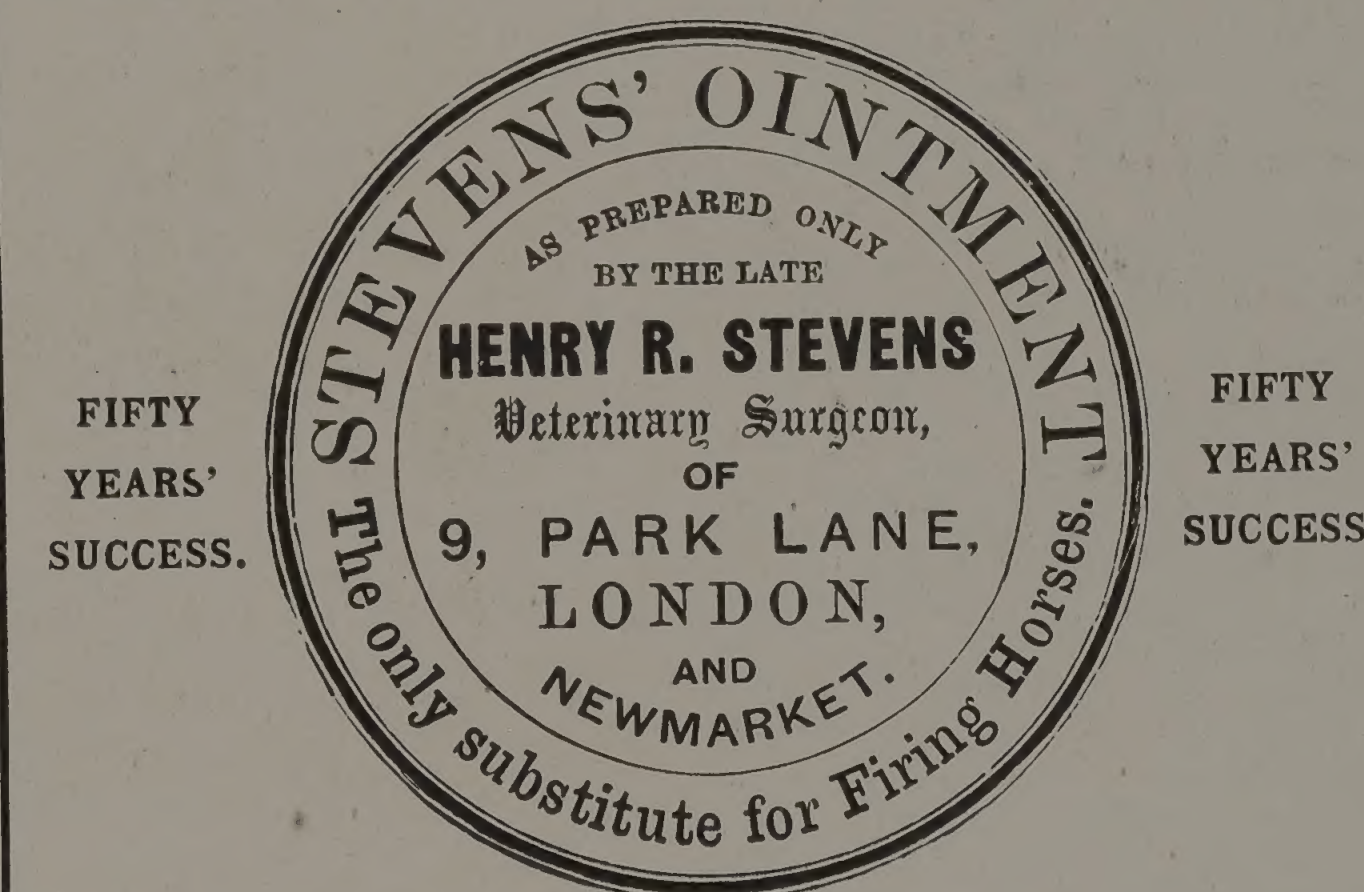
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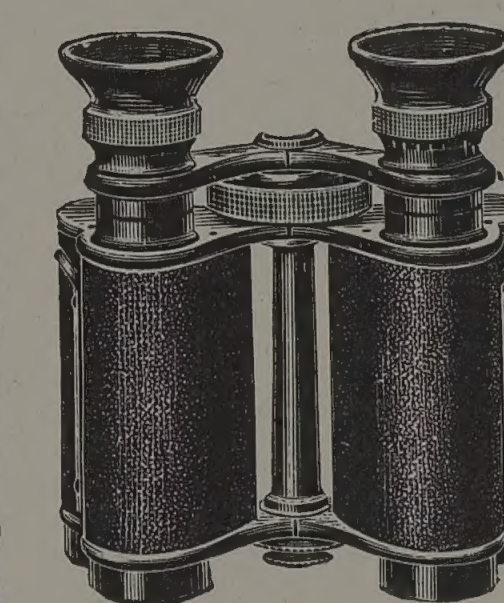
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